The Marker Lamp

Volume 70 • Number 2 • June 2024

Modeling the Yorkville Depot

Plus:

MORE Live Steam Railroading

Building a Programming & Test Track

Project Pay it Forward

The Marker Lamp

The Official Publication of
The Lone Star Region of the
National Model Railroad
Association

Volume 70, Number 2
June 2024

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Steve Sandifer steve.sandifer@sbcglobal.net

Cover photos are from
Chuck Lind's On3/O Scale
Tall Pine & Lumber Company RR
(Photos by Chuck Lind)

Submission Deadlines & Advertising Closing Dates

Spring Issue .....February 15
Summer Issue ..... May 15
Fall Issue..... August 15
Winter Issue ..... November 15

Internet Post Date:
Approx. 30 Days After Deadline. Materials received after the deadline will be held for the next issue.

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President's Message

by Donna Orr
donnalorrtx@gmail.com

Things are Warming Up

Many things are going on behind the scenes. Please pay special attention to our Convention Chairs' report. We have a great line up of future conventions. Starting with Baton Rouge, June 26-29, 2025, chaired by Rod Fredricks.

Another project the team is working on is a convention solution committee to help out with future regional conventions.

Then there is The Virtual Museum. If you haven't heard we are building a virtual museum which will be the history of the LSR. Currently there is a team of 4 and soon to be more that will be putting together this project. Anyone with history of LSR, well know modelers, well known layouts, pictures of layouts past, please contact me.

Be looking for a new Code of Conduct for NMRA members that was distributed to the Regional Presidents, there is also a paper of Regional Presidents Expectations and for the Directors expectations of each region. Please be sure and read them in this issue.

Now that summer has officially started. Have you thought about all the great Train journeys around the world? They are incredibly scenic and offer unique perspectives. Here are a few of the world's most incredible train journeys. Have you been on any of them? If not, here are some that you may consider for your next vacation.

1. The Reunification Express, Vietnam
2. The California Zephyr, USA
3. The Lake Titicaca Train, Peru
4. The Beijing-to-Lhasa Express, China
5. The TranzAlpine, New Zealand
6. The Bergensbanen, Norway
7. The Tazara Railway Tanzania and Zambia
8. The Sunset Limited, USA
9. The Caladonian Sleeper, UK
10. Mombasa to Nairobi, Kenya
11. Tangier to Marrakesh, Morocco
12. The Rocky Mountaineer, Canada

Have a great summer!
Donna **ML**

From the Editor

by Peter Kazmir
peter@centexnmra.org

Summertime in the South

Traditionally, the time that most work gets done on model railroads is the Winter: You're inside, out of the cold, in a nice warm room (thanks to all that power your locomotives are drawing) working on structures and scenery.

However, in Texas (especially where I live in Austin) things get flipped on their head a bit, because when it's 110 degrees outside, I know where I want to be: in my nice, air-conditioned house. Plus, during the Summer, we often have a gap in train shows and other events (conventions notwithstanding). The perfect time to work on our railroads!

Heck, who am I kidding? We don't really need an excuse: ANY time is a good time to work on our railroads. However, I bet many of you are like me: when I have a ton of projects to do, or a project that is going to take a lot of work, it's hard to get started. So let me urge you all: Do something! Even if you don't have the space, there's always something you can do: Research, planning, or building a structure or a car for the future.

Later in this issue, Michael Harang has a great example of this. Even though he's between basements at the moment, that's not stopping him from building a *nice* test and programming track.

Enjoy your Summer!

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You might notice a change on our front cover. That's right, after many, many years, we have a new logo for the *Marker Lamp*. Unfortunately, it was time: the old logo files have been getting more and more degraded, and it's become very difficult to use them in a way that looks good.

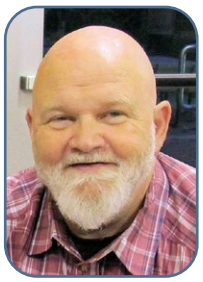
While developing the new logo, I tried to stay true to what we had, with the same type of Marker Lamp, and even the light beam coming from the lens. I hope you like it and take it in the spirit it was intended.

--

Finally, I can't tell you how excited I am about the 2025 LSR Convention landing in Baton Rouge. I grew up near Baton Rouge, and my family still lives there, and I know there is a lot of great model railroading going on in Southern Louisiana. On top of that, Baton Rouge - and New Orleans, just an hour down the road - are *amazing* places to visit for everyone - rail fan or not! I hope you're already marking your calendar to attend.

Until then, keep the fun in Model Railroading! **ML**

Up the Tracks Events Calendar



by Bill Dryden
LSR Events Chair

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the *NMRA Magazine* and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me, via e-mail at bdr149@airmail.net.

The Blues Express
2025 Lone Star Region NMRA Convention

June 26 - 29, 2025
Holiday Inn Baton Rouge South
9900 Airline Highway
Baton Rouge, LA 70816

Stay tuned to the Marker Lamp and the LSR web page
as more details become available.

Mark your calendars now and plan to attend!

EVENTS AND SHOWS

August

24th – 25th — *(Austin, TX)* **51st Annual Austin Train Show** (Sponsored by the Austin Model Railway Society). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Admission $8 in advance, $10 at the door, children 12 and under free. Admission includes both days. Palmer Events Center, 900 Barton Springs Road, Austin, TX. More information: https://austintrainshow.org.

31st – 1st — *(Weatherford, TX)* **Clark Gardens Model Train Show**. Sat. 8:00 am to 6:00 pm, Sun. 10:00 am to 4:00 pm. Adults $10, Seniors $8, Children 4-12 $5, Children 3 and under Free (Clark Gardens Members Free). Clark Gardens, 567 Maddux Road, Weatherford, TX. For more information: info@clarkgardens.org or https://www.clarkgardens.org/happenings/model-train-show.html, or (940) 682-4856.

September

21st – 22nd — *(Temple, TX)* **42nd Annual Temple Model Train & RPM Show.** Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults $10, $1 discount for seniors, military, and first responders with ID, 12 and under free. Frank Mayborn Center, 3303 N. 3rd Street, Temple, TX. More information: http://centramodrr.com/train-show/.

28th – 29th *(Dallas/Plano, TX)* **Fall Plano Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults $10, children 12 and under free (w/adult admission). Plano Event Center, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/.

October

25th – 26th *(Fort Worth/Forest Hill, TX)* **Red River RPM**. Sat. and Sun. 9:00 am to 6:00 pm. General public admission $20 for both days, $10 for one day. Forest Hill Civic Center, 6901 Wichita Street. Forest Hill, TX. More information: https://www.redriverrpm.org.

26th – 27th *(San Antonio/New Braunfels, TX)* **New Braunfels Fall Model Train Show** (Sponsored by the New Braunfels Railroad Museum). Sat. 10:00 am to 5:00 pm, Sun 10:00 am to 4:00 pm. Adults $10 (14 & older), Child $2 (5-13 years old). New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: (830) 627-2447 or https://newbraunfelsrailroadmuseum.org/nbrr/train-shows/.

November

16th – 17th *(Houston/Pearland, TX)* **2nd Annual Houston Area Model Train Show** (Sponsored by the Houston Area T-TRAK Association). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults $7, 17 and under free. Knights of Columbus Hall, 2320 Hatfield Road, Pearland, TX. More information: http://houstonttrak.org/show/ or http://houstonttrak.org/show/PDFs/2024_HAMTS_flyer_half_page.pdf.

26th – 30th *(Lubbock, TX)* **4th Annual Fall Show at the American Windmill Museum** (Sponsored by the American Windmill Museum and the Lubbock Model Railroad Association). Tue, November 26, 10:00 am – Sat, November 30, 5:00 pm. American Windmill Museum, 1701 Canyon Lake Dr, Lubbock, TX. More information: https://lmra806.wordpress.com/ or https://windmill.com/.

December

7th – 8th, 14th – 15th, 21st – 22nd *(San Antonio, TX)* **Santa's Railroad Wonderland** (Sponsored by the Texas Transportation Museum). Sat. 5:30 pm to 9 pm, Sun. 5:30 pm to 9 pm (parking opens at 5:15 pm, tickets Sales at 5:30 pm, last Admission 8 pm). Adults $12, kids (4-12) $10, kids (Under 4) free, groups (20+, ages 4+) $10 each. Tickets will be available at the door on limited quantity. Texas Transportation Museum, 11731 Wetmore Road, San Antonio, TX. More information: https://www.txtransportationmuseum.org/annualevents.

January 2025

18th – 19th *(Dallas/Plano, TX)* **Winter Plano Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults $10, children 12 and under free (w/adult admission). Plano Event Center, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/.

RECURRING EVENTS AND MEETINGS

LSR Division 1 – Cowcatcher Division – Fort Worth, TX
The Cowcatcher Division meets on the 2nd Saturday of each month at the Texas Western Model Railroad Club, 6808 Forest Hills Drive, Forest Hills, TX. For more information regarding the Cowcatcher Division or its programs, check their website: https://www.cowcatcherdivision.org.

LSR Division 3 - Trinity River Division – Allen, TX
The Trinity River Division meets at 10:00 am on the 3rd Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Robert Secrest at Robert.Secrest@hotmail.com.

LSR Division 4 – Cen-Tex Division – Austin, TX
The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the 2nd Saturday of the *odd* months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see https://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

LSR Division 5 - West Texas Division
Division 5 holds their meetings virtually on Zoom on the 3rd Monday of each month starting at 7:00 pm. Anyone that can join via Zoom is welcome to attend. Use this link to sign up for the division's monthly bulletin and keep up with events and happenings in the division: http://eepurl.com/hRLLm9 or email Headroadie2004@gmail.com.

LSR Division 6 – South Texas Division – San Antonio, TX
The South Texas Division hosts meetings on the 2nd Saturday of *even* months at 11:00 am at the Longhorn Cafe at 12311 Nacogdoches Road in San Antonio. Please come out and join us for clinics, show-and-tell, tip and tricks, and the ever-popular Deal-or-Duds, along with great fellowship. For more information contact. Don Winn at donswinn@gmail.com

LSR Division 8 - Texas Gulf Division – Houston, TX
Division 8, the Texas Gulf Division, meets the 2nd Saturday every *odd* month from 10:00 am to 12 Noon at the Tracey Gee Community Center, 3599 Westcenter Drive, Houston, TX 77042. For more information contact Phil Stewart at pstewart1225@yahoo.com.

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All Points Model Railroad Association - Conroe, TX
The All Points North Model Railroad Association is open to new members and has business meetings in their clubhouse on the 3rd Saturday of the month at 10:30 am. For more information, including a calendar of activities, please visit their website at http://apnmrr.org/.

Alamo Model Railroad Engineers - San Antonio, TX
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 pm in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Austin Model Railway Society - Austin, TX
The Austin Model Railway Society is a HO scale modular group that is open to new members and meets once a month. For more information please email Steve Jackobs at president@austinrailway.org or visit the web site www.austinrailway.org.

The Greater Baton Rouge Model Railroaders - Jackson, LA
Our mission: to educate and inform the public on the hobby of model railroading, associated disciplines, and to entertain both children and adults through our numerous displays featuring both model trains, real railroads and railroad safety. The Trains run from 10:00 a.m. until 2:00 p.m. on the 2nd and 4th Saturdays of every month! THE PUBLIC IS INVITED! Located at the Republic of West Florida Historical Museum, 3406 College St, Jackson, LA. More information: http://www.greaterbrrailroaders.com/.

Houston Area "G" Gaugers - Rosenberg, TX
The Houston Area "G" Gaugers (HAGG) model train club meets at the Rosenberg Railroad Museum on the 4th Sunday of each month to run their special trains on the tracks of the Garden Railroad Exhibit. The museum also hosts fun seasonal activities for the kids on this day. Steam engines, circus trains, patriotic trains or everyone's favorite Thomas? You never know what trains you'll see. Rosenberg Railroad Museum, 1921 Avenue F, Rosenberg, TX. More information: info@RosenbergRRMuseum.org.

Houston Area Live Steamers - Hockley, TX
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the 3rd Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model

Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White at rick.white.jr@gmail.com for more information.

New Braunfels Railroad Museum - New Braunfels, TX
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm at the New Braunfels Railroad Museum, 302 South San Antonio Street (in the 1907 Restored Railroad Depot), New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Susan Riordon (210) 542-6121, or visit us at www.nbrrm.org.

North Texas Council of Railroad Clubs – Irving, TX
The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site, member clubs or sponsored events.

San Antonio Model Railroad Association - San Antonio, TX
The San Antonio Model Railroad Association, SAMRA, is open to new members and meets on the 2nd Friday of each month at 7:30 pm in the Bob Clarke Rail Heritage Museum, 7702 Narrow Pass, Live Oak, TX. Please visit our website www.samratx.org for information about our activities and their dates and times. Also, like us on Facebook.

Texas Northern Model Railroad Club – Dallas, TX (North)
The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and has regular meetings on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to join our weekly operation session. Located in North Dallas at 11999 Plano Road., Suite 154, Dallas, TX 75243. For more information: www.texasnorthern.org.

Texas Western Model Railroad Club – Forest Hills, TX
The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 pm. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

EXCURSION TRAIN TRIPS

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event. Column submission deadlines are the 15th of February, May, August, and November. Publication of the *Marker Lamp* is the following month. **ML**

Whose track goes there?

Can you figure out whose layout this photo is from? If you are the first person to email the correct answer to rrrduino@huntatrophy.com you'll win a campfire lighting Arduino!

The photo in the March issue was from David Heyde's Missouri-Kansas-Texas Central Texas Subdivision (https://operatingsessions.com/Layouts/Heyde).

Modeling the Yorkville Depot

by Don Winn, MMR

Yorkville, Illinois is located southwest of Aurora on the CB&Q's Fox River branchline at mile 49.41 (from Chicago). A traditional wood-framed depot served the town for many decades, handling both passengers and Railroad Express Agency (REA) packages [Fig 1].

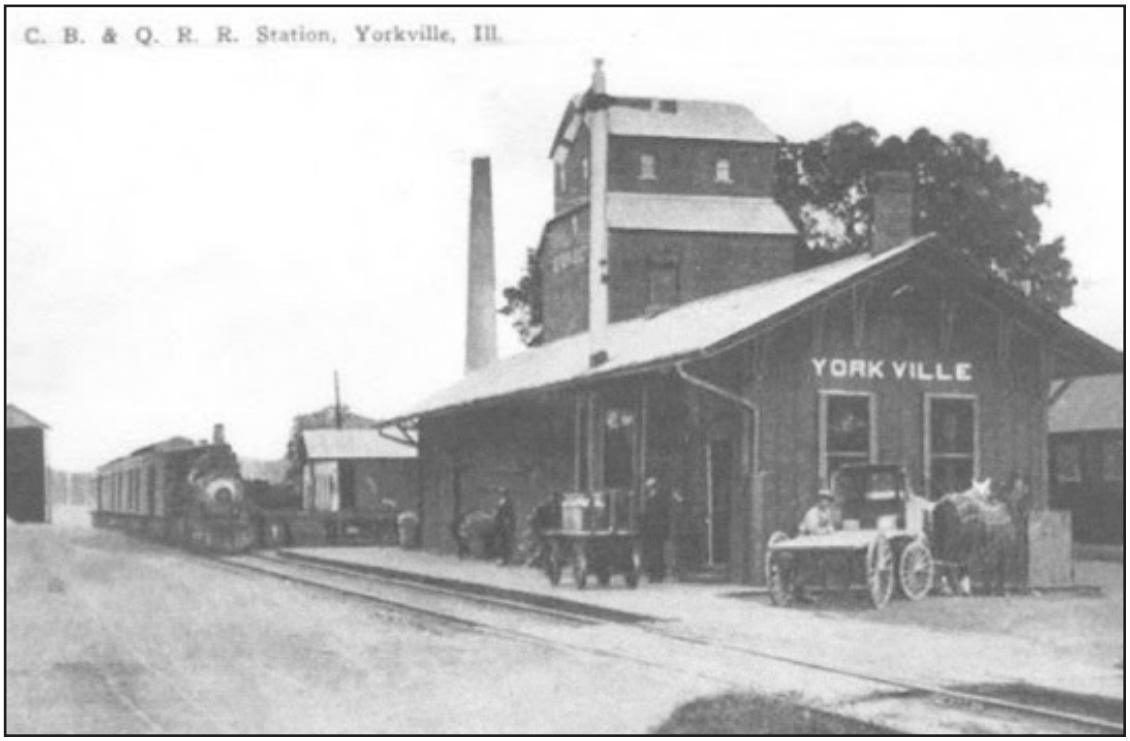

Figure 1: Yorkville Depot Postcard ca. 1900

Passenger service to Yorkville was abandoned on February 2, 1952. An aerial photo from 1952 shows the depot to still be in place, but at some point between 1952 and 1962, the old depot was removed. In its place a new wood-framed depot was erected at the same location. Without the need to service passengers, the new depot could be much smaller. The structure only needed to support storage for the diminishing REA traffic in addition to an office space for the operator/agent. The new depot still appeared in aerial photos in 1983 but was gone by 1998.

I'm modeling 1966, using employee timetable #12 as a guide. The line is called the "Montgomery and Zearing – Subdivision – Branchline" in this timetable, but I've heard it referred to as the Streator branch and a number of other names. It shows the office to be open from 7:00 AM to 4:00 PM on weekdays [Fig 2]. It was the only office open between the Aurora depot and the Sheridan depot.

The only photos I have discovered were all taken from a vantage point on the west side of the depot. Marty Bernard posted an excellent color photo on rrpicturearchives.net [Fig 3]. Marty's photo was a great find for me, as he shot it in 1965, which is perfect for my 1966 timeframe. One interesting convenience built into the depot was a linkage system to allow operation of the signals from inside the depot. Reaching out to the online forum CBQ@groups.io, I received additional photos which were also taken from the west side.

These photos do not show a freight door, but it is logical to assume there was one on either the east or south side to handle the REA packages. The high foundation puts the floor at dock height, allowing for easy transfer of heavy items by cart from the train to the freight room, and likewise easy transfer to an REA delivery truck. Not seeing positive indication of a door on the south side from any of the photos, I decided to locate the freight door on the east side, which would put it closer to the tracks. Roll-up doors would have been common practice for both commercial and residential structures by 1960. I don't see any evidence that there was a dock or steps for the freight door, so I modeled it as just a door with a wooden bumper to protect the foundation.

Montgomery and Zearing—Sub

CHICAGO AND AURORA DIVISIONS. TIME TABLE No.

WEST-WARD SECOND CLASS Daily Ex. Sunday Way Freight 85	Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	EAST-WARD SECOND CLASS Daily Ex. Sunday Way Freight 86
A.M. 12.45	No Office	Yd.	39.98	MONTGOMERY			P.M. 11.00
				3.34			
12.55	No Office		43.32	OSWEGO		36	10.50
				2.94			
1.02	No Office	F.	46.26	YAGAN PIT	57	30	10.45
				.15			
1.10	7:00 a.m. to 4:00 p.m.		49.41	YORKVILLE		22	10.40
				3.63			
1.30	No Office	F.	56.04	MILLBROOK		18	10.25
				3.52			
1.40	No Office		59.56	MILLINGTON		35	10.15
				4.62			
1.55	7:00 a.m. to 4:00 p.m.	Yd.	64.38	SHERIDAN		49	10.05
				2.15			
2.05	No Office	F.Yd.	66.55	BURGESS JCT.	76	4	10.00
				.34			
2.15	7:00 p.m. to 4:00 a.m.		68.89	SERENA	78	28	9.50
				3.94			
2.35	6:00 a.m. to 3:00 p.m.	Yd.	72.83	WEDRON	97	132	9.40
				3.77			
2.45	No Office		76.60	DAYTON		20	9.30
				3.84			
			80.44	C.R.I.&P. Cross'g (Auto. Interl.)			
				0.50			
3.02	6:30 p.m. to 3:30 a.m.	B.C.K. O.Y.&Y.	80.94	OTTAWA			9.20
				8.67			
4.02	No Office.		89.61	GRAND RIDGE		21	8.35
				4.00			
4.15	No Office		93.61	RICHARDS		9	8.25
				3.68			
			97.29	N. Y. C. Crossing (Grade)			
				0.11			
			97.40	G. M. & O. Crossing (Grade)			
				0.17			
		B.C.K. O.B.Y. Yd.	97.57				
5.00	7:00 a.m. to 4:00 p.m.		0.30	STREATOR			8.15
				3.69			
5.35	No Office.		9.99	LEONORE		23	7.20
				1.03			
	No Office.		11.02	L. & S. JCT.			
				14.64			
	7:00 a.m. to 4:00 p.m.	B.K.O. R.Yd.	25.65	C. R. I. & P. Crossing (Grade)			
				.11			
A 6.30 A.M.			25.83	LA SALLE			L 6.30 P.M.
				1.38			
	No Office.	Yd.	27.17	PERU			
				0.60			
			27.77	C.R.I.&P. Cross'g (Auto. Interl.)			
				2.18			
	7:00 a.m. to 11:01 a.m.		30.94	SPRING VALLEY	17	33	
				3.60			
	No Office.		34.51	HEGELER			
				1.89			
	No Office.		36.63	LADD	33	32	
				0.21			
	No Office	K.	36.84	N. Y. C. Crossing (Grade)			
				0.43			
	No Office.		37.31	N. Y. C. JCT.			
				5.89			
	Continuous.	B.K.R. Y.Yd.	43.19	ZEARING			
5:45 14.5				SCHEDULE TIME AVERAGE MILES PER HOUR			4:30 18.5

Figure 2: Timetable #12, Chicago and Aurora Divisions

Figure 3 (Above): New Depot in 1965 (by Marty Bernard)
Figure 4 (Right): Scaled Dimensons of the South Side

Although an outhouse is seen in some of the photos to the east of the depot, I assume that any structure built around 1960 would have included an indoor restroom. The trackside of the interior would be focused on watching the tracks, so I located the small restroom on the opposite side. I added a door between the office and freight room.

A furnace vent is seen in photos, but how was the furnace fueled? Based on the timeframe and the fact that the depot was located downtown, I assumed natural gas would have been readily available and the logical choice for fuel. I put in a gas meter on the south wall. Electrical service is shown to come in above the main door, a detail I'll probably add in the scenery phase once the depot is finally installed on the layout.

The Model

Armed with the facts and assumptions I had pulled together, I was ready to start building. I could have continued researching this depot, but I felt I had enough information to make a very plausible structure to suit my layout needs. It's always a trade-off of prototype fidelity vs. time spent. This building is not intended to be one of my signature structures, so I said, "Good enough."

Although I am a mechanical engineer who has made hundreds of drawings (pencil on paper, ink on Mylar and CAD), I typically choose to not spend a lot of hobby time on drawing up detailed plans. This is a very simple box structure. Using 80" as the height of the door, I scaled the other key dimensions on the west wall [Fig 4]. Now that I have 13'-7" for the width of the depot, I used an aerial photo (it's fuzzy, but it works) to scale the length [Fig 5].

I started by building the core building, foundation and roof using .040" styrene with .125" square strips to reinforce the corners [Fig 6]. The prototype's foundation is slightly smaller than the building to force water to drain off. The photos show the exterior siding to be a wide-spaced commercial siding so I used the largest spacing available in Evergreen styrene: .100" spacing x .040" thick. I modified Tichy 8209 4/4 windows to the 1/1 windows seen in the photos by removing the mullions. The bathroom window is also from Tichy, as is the door. Using a Tichy door as a jig, I scratchbuilt the screen door.

A stair jig from Rail-Scale-Models helped with scratchbuilding the stairs, using a 30" spacing on the stringers [Fig 7]. I finished off the stairway and waybill box with HO scale styrene strips.

I used a Tomar H-890 order board, trimming away some of the base to reduce the diameter to match the photos. I didn't have any tubing that was the right size for the pedestal, but I found a pen barrel that was exactly the size I needed [Fig 8]. I cut out the mullions of a scrap window to create the crank levers that control the signals [Fig 9].

I built the outdoor bench from HO scale basswood. The figure enjoying his snack could be a trainman, grain worker,

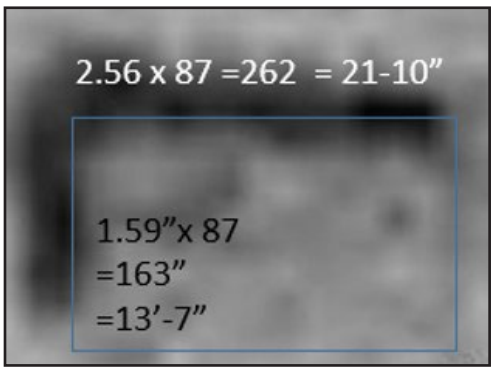

Figure 5: Scaled Dimensions from Aerial Photo

Figure 6 (Above):
Construction of the Structure Core, Roof and Foundation

Figure 7 (Left):
Building Stairs in a Jig

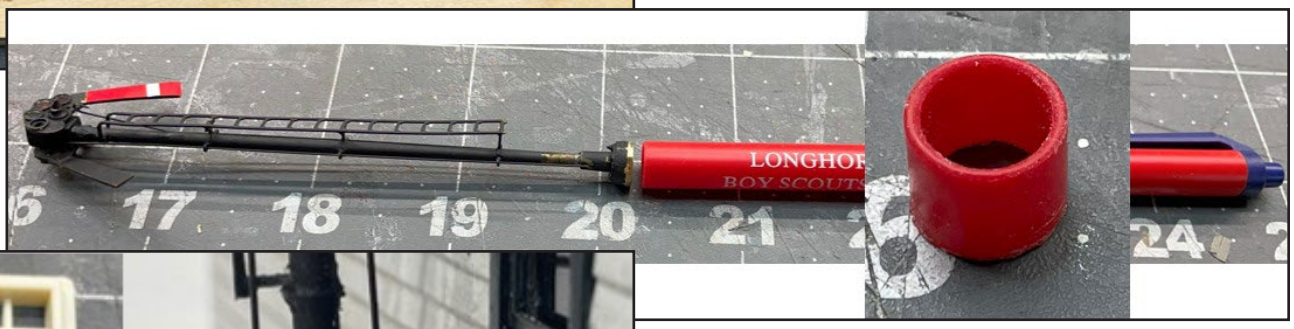

Figure 8 (Above):
Tomar Order Board and Pedistal

Figure 9 (Left):
Order Board Cranks

Figure 10: Roof

Figure 11 (Upper Right): Exterior Signage

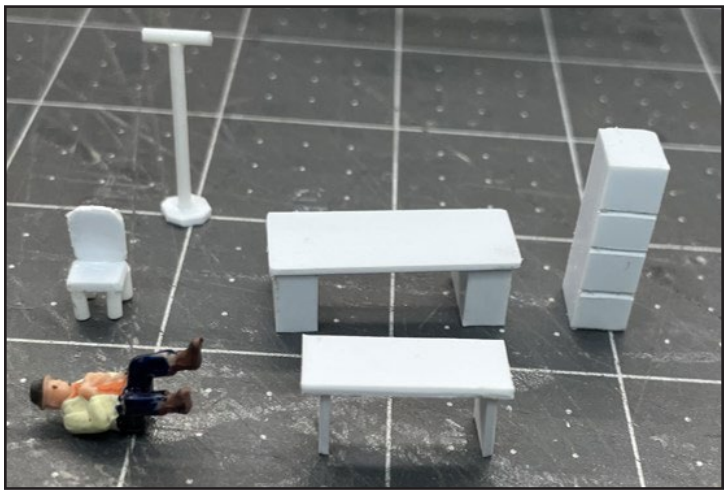

Figure 12 (Right): Furniture

hobo or just a railfan. The gas meter is Model Tech D0375P. The roll-up freight door is some scrap corrugated roofing.

Stick-on asphalt shingles from Rail-Scale-Models were used to cover the roof. The roof stack is from the JL 494 roof set with a piece of styrene flashing below it. Our NMRA AP chair always says that if you don't have a plumbing vent, then you must not have working plumbing in the structure. I used 1/16" styrene rod, locating the vent over the bathroom wall [Fig 10].

I made signage in PowerPoint using Baskerville Old Face font for both the Yorkville sign and the REA sign [Fig 11].

Interior or no interior? My Fox River branchline is on the lower level (32" high) of the layout, designed to be operated by a person seated in a rolling chair. Even when seated, it would be difficult to see into the depot windows. But I was aiming to earn a merit rating for an NMRA AP Structures certificate, and I have learned that small, simple structures often do not score well unless they have an interior. Working lights are a plus. So… on I go with a lighted interior.

I built up a desk, filing cabinet, table, chair and coat rack from styrene shapes [Fig 12]. It was fairly quick and easy. The quality and detail are more than good enough when viewed

Figure 13: Agent at His Desk

through the windows. Simple blocks of styrene were also used to represent radios, books, a lunch box and thermos. I cut the end from a micro brush to represent a microphone; it's a bit too large and I think I'll try something different next time [Fig 13].

A jacket and a raincoat were formed from aluminum foil. I scaled down images from the Internet for the calendar, safety posters and trainsheet. I also found Life magazine covers from 1966 on the Internet to put on the table [Fig 14 & 15].

The exterior gooseneck light is from ModelTech. The interior lights are 5mm LEDs, superglued to a 14 AWG wire for support [Fig 16]. I found a push button switch and a 3V battery holder on Amazon which was used to activate the lights for judging only and will be removed when the depot is installed on the layout.

I've had good results using Rustoleum spray paints for painting my models. I used their textured paint for my foundation, which gives it that rough concrete look. Hand brushing was used on a few details. I used a light India ink wash on the exterior walls, followed with a variety of Pan Pastels for weathering. Marty's photo shows the depot to be in great shape, so I kept the weathering to a minimum.

I'm happy with the results of my Yorkville depot [Fig 17 & 18]. It has more detail than I needed for my layout, but that's all right. I took it to the Mid-Eastern Region convention in Altoona and received a very good score, taking 1st place in on-line structures. **ML**

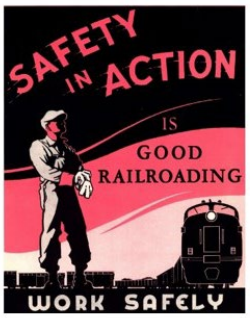

Figure 14 (Above): Interior Graphics

Figure 15 (Right): Coat Rack and Table

Figure 16 (Below): LED Lighting

Figures 17 & 18: The Finished Model

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Live Steam Railroading - Part 4

by Doug Price
Photos by the Author

Continuing the series of articles about ride-on-trains, this article covers two of the outdoor railroads hosting a fall meet for the Southwestern Live Steamers (SWLS). First stop for the fall is at the Locomotive Operators of Central Oklahoma (LOCO) railroad.

LOCO is one of the few railroads in this series of articles that is routinely open to the public, currently on the first Sunday of each month from 1:00 pm to 4:00 pm. For more information, please visit their website at www.locotrains.org.

The LOCO track is on approximately five acres of land about 15 miles east of Oklahoma City. The mainline is almost one mile of continuous running and passes over seven bridges and through an 80-foot tunnel. Partly due to the limited size of the location, the mainline has a maximum grade of three percent that can be quite challenging for some locomotives. The track plan is shown to the right.

As with other meets, it begins with people arriving and unloading equipment. Figure 1 shows the unloading transfer table and turntable area. For those with steam engines, it is handy to park nearby when unloading tools and supplies needed at the steaming bay.

LOCO has an elevated Dispatcher's Tower, although it has not been used as much in the past few years. Figure 2 shows and outside view of the tower and Figure 3 shows the view from the tower looking down on the yard tracks entering the car barn.

The LOCO car barn has seven tracks that enter at grade level from the outside. However, the inside of the car barn is a few feet lower. This makes it

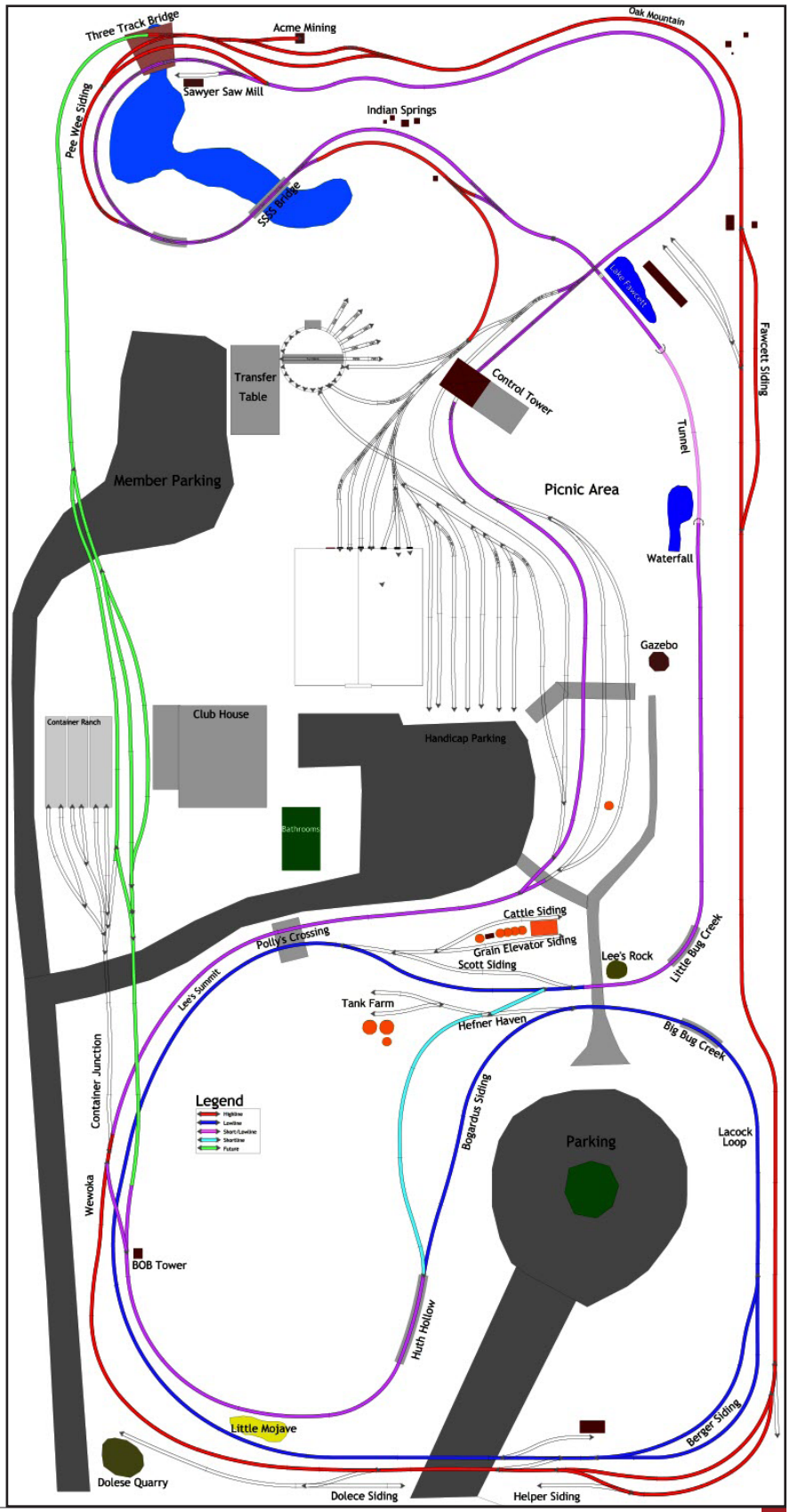


Figure 1: Unloading Transfer Table and Turntable

Figure 2: Dispatcher's Tower

Figure 3: View from the Tower of the Car Barn and Lead Tracks

easier to stand and work on cars without having to bend over.

In addition to the club's car barn storage, there are some modified shipping containers used to store members' personal equipment. These are located at Container Junction. Figure 4 shows James Duncan's UP camouflage paint scheme locomotive moving out of its storage container.

Visitors to the railroad can park their engines in the yard next to the car barn. Figure 5 shows some of the parking tracks in use in 2022. Notice that there are electrical outlets at the end of each stub track to provide power for recharging batteries. Also note the building in the background that houses a meeting area, kitchen, and several restrooms.

Figure 4: James Duncan's #3593 Emerging from a Storage Container

Figure 5: LOCO Parking Tracks with Power for Charging

People bring a variety of equipment. Figure 6 shows Shane Murphy running his Columbus & Greenville Railway combines.

Figure 7 shows LOCO's coal-fired steam engine out for some running. Notice the somewhat unusual 0-4-2 wheel arrangement.

Figure 8 shows the approach to the tunnel after crossing Little Bug Creek. You can also see the "high line" route to the right and get a feel for the ruling 3% grade on that route.

After curving through the tunnel, Figure 9 shows the view prior to exiting the tunnel. A slow approach is recommended approaching the crossing just outside the tunnel.

Riding as a conductor at the rear of a train provides a different view. Figure 10 is the conductor's view approaching the SSSS Bridge. Joe Fawcett is the engineer and owner of this train.

Figure 6: Shane Murphy Running his Combines

Figure 7: LOCO's 0-4-2 Steamer out on the Track

Figure 8: Tunnel Approach

Figure 9 (Above Right): Tunnel Exit Portal View

Figure 10 (Right): Conductor's View of the SSSS Bridge Approach

Figure 11: Grace and Bill Hobbs Climbing the "High Line" Grade

Railfanning is always popular. Figure 11 shows James Duncan capturing the moment as Grace and Bill Hobbs tackle the ruling grade with their steam engine.

--

Our next stop, and the last for this article, is the Ables Springs & North Texas Railroad located near Terrell, Texas.

The Ables Springs & North Texas railroad is located northeast of Dallas near Terrell, TX. It packs a lot of railroading in a space of under 10 acres. The AS&NT railroad has a main line route, a branch line (the Texas Midland) and a switching area known as the Trinity Industrial District (TID). The TID wraps around the pond in the lower right of the track plan (next page).

Each railroad has a slightly different setup for loading and unloading equipment brought by visitors. Figure 12 shows the transfer table and lift that runs from a couple of storage containers over to the turntable.

Figure 13 shows a view inside one of the shipping containers. As you can see, with three levels of storage tracks, a lot of equipment can be stored in a single 40-foot shipping container. This container stores primarily locomotives because it is located near the turntable.

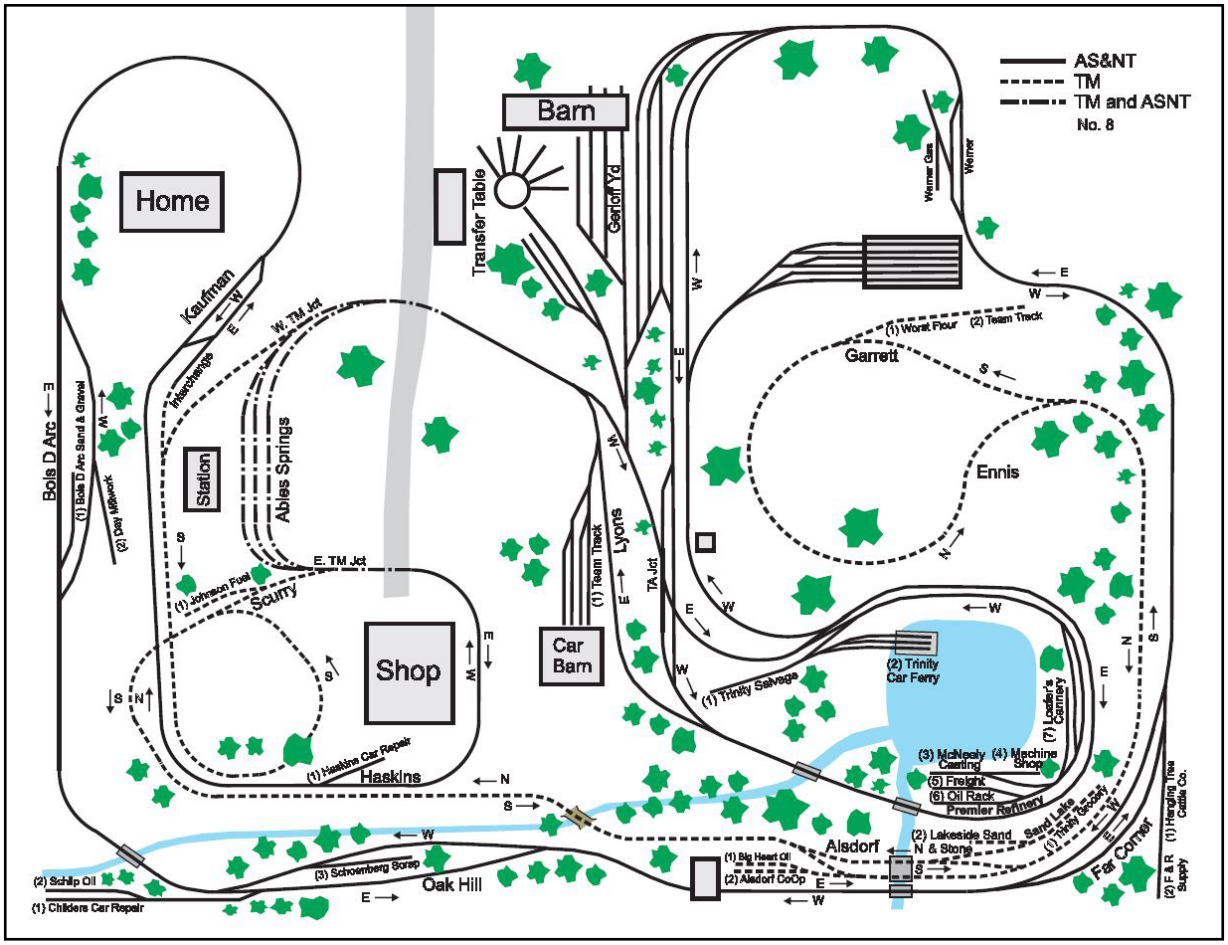


Figure 12: Transfer Table and Lift

Figure 13: Efficient Container Storage

Figure 14: Steaming Bays with Turntable

As shown in Figure 14, the steaming bays provide water and compressed air for firing steam locomotives.

People own a variety of motive power, not just steam engines. Figure 15 shows a view of Gerloff Yard with three different diesel models: a relatively new DD40 in Union Pacific colors, a Santa Fe freight diesel, and some Texas and Pacific F-7 units. Two of these are powered by batteries and electric motors while the Santa Fe freight diesel has a gasoline engine.

During part of the meet, we simulate freight operations on the railroad. Figure 16 shows the "luxury" seating in the Gerloff Yardmaster's Office, along with some of the paperwork arranged on the railing. Figure 17 shows a view of the car card box that assists the Yardmaster

Figure 15: Diesels in Gerloff Yard

Figure 16: Gerloff Yardmaster's Office

in keeping the freight cars organized. Each car has a car card and labels are attached indicating the destination for a specific car.

Figure 17: Car Card Sorting Box

Figure 18 shows Tim Nations and Richard Day heading out with a freight train to do some switching. Crew size typically ranges from two to four people, with an engineer, a conductor and up to two brakemen.

Figure 18: Tim Nations and Richard Day out on a Freight Run

As with real railroads, sometimes trains are held at a red signal waiting for clearance to proceed. In Figure 19, Phillip Bell is waiting for a green signal so the Texas & Pacific passenger train can proceed from Ables Springs, around the shop building, to Kaufman.

Not everyone is involved in simulated operations. Kari Wirth borrowed Rusty for a trip around the railroad as she did not bring her steam engine to this meet (Figure 20), and Paul King is a happy engineer with his coal-fired steam engine ready to roll out on the railroad (Figure 21).

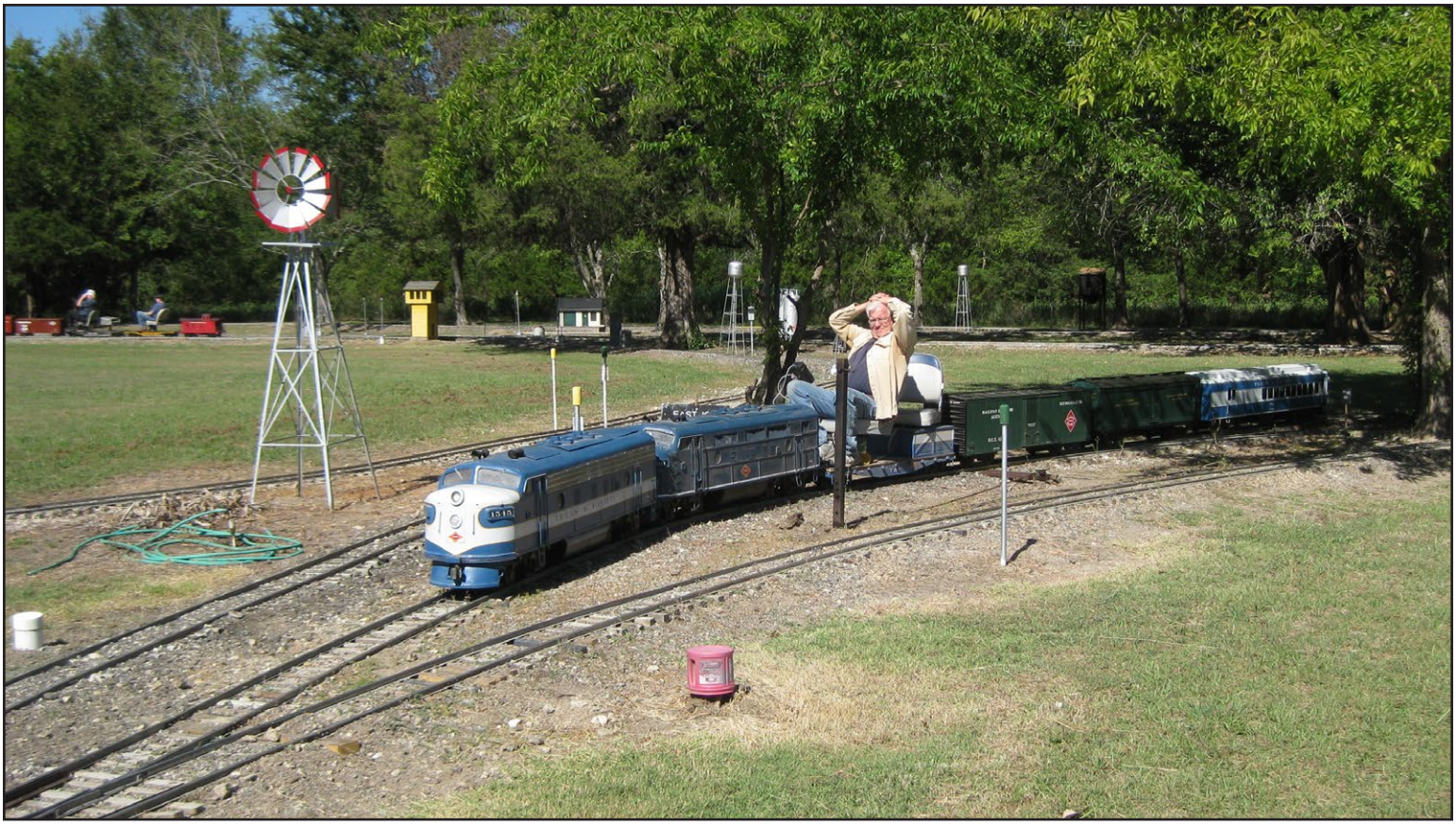


Figure 19: Phillip Bell Waiting for a Green Signal

As with any model train, maintenance is required to keep things running smoothly. John Oglesby has his steam engine partially dismantled to do some maintenance in Figure 22, and after a few hours of work, John's steam engine is back together again in Figure 23.

Some days you just never know what you will see. William Jowers had to move his train shed from one of the steaming bays to make room for visiting steam engines. Figure 24 shows William with a special train relocating his train shed to a siding in Ables Springs.

So far, I have covered seven of the nine railroads I visited in 2023, including the two covered in this article. I will cover the last two railroads in Part 5.

Visiting one of the meets is a great way to see and learn more about this aspect of model railroading. SWLS meets are for members and invited guests. If you would like to attend an SWLS meet, please contact the Secretary/Treasurer (secretary@southwesternlivesteamers.org) and ask for an invitation. You can also learn more or obtain a membership application from the SWLS website: https://www.southwesternlivesteamers.org. **ML**

Figure 20: Kari Wirth Borrowing Rusty for a Trip Around the Railroad

Figure 21: Paul King is Ready to Roll

Figures 22 and 23: John Oglesby's Locomotive Before and After Maintenance

Figure 24: William Jowers Moving his Engine Shelter

Building a Programming and Test Track - Part 1

by Michael Harang
miharang@gmail.com

Several weeks ago, there was a posting in the Track and Electrical/DCC forum section of *Model Railroad Hobbyist* (MRH) e-magazine regarding the construction of a "Program & Test Track" by Charlie (poster name: "thewizard1"). The link to the post and replies is: https://forum.mrhmag.com/post/program-test-track-problem-solution-13194046.

As I am currently between basements, and have no way or means to run or test anything, I thought it would be a good idea to construct a test fixture of my own. That way, the DC-powered Sn3 Mikado sleeping in my closet would have a chance to come out and play, and ultimately gain a sound decoder upgrade in the end. And, should any rolling stock happen to come my way, there would then be a way to test run them too.

In addition, the ability to have my C/MRInet-compatible cpNode electronics included would be a big bonus – most everything in one place to test locomotive control, DCC decoder functions, rolling stock, layout control, signaling, and rolling stock detection, all the while connected to JMRI and my TCS DCC system.

For those who are not familiar, C/MRI was developed by Dr. Bruce Chubb, MMR in 1985. Subsequently, in 2014, the NMRA adopted C/MRInet as a standard in Layout Control Specification LCS-9.10.1. For additional reading on both cpNode and C/MRI, visit: https://www.modelrailroadcontrolsystems.com/cpnode/ and https://www.jlcenterprises.net/.

Reading thewizard1's article several times and reviewing the attached photos brought to my mind several shortcomings, and some safety concerns. So, I took to paper and pencil (to make the required numerous corrections (and additions) to list what my version of the test track would incorporate.

Here is the list I came up with borrowing from thewizard1's design and adding features I desired:

- Two parallel, properly spaced, Sn3 code 70 tracks, with bumper/coupler gauge ends, including a re-railer section.
- A hand-laid (# 5) crossover or two left (# 5) (or two right) switches to change tracks, all SG90 servo-controlled.
- Elevation adjustment (with degree reading) on one end to perform rolling resistance tests, two leveling screws on the other end, bubble levels in both directions to ensure level.
- Crossover (or # 5 switches) to be controlled via Arduino servo controller, including fascia pushbutton, with GRN led direction indicator, and track diagram.
- Main 110 Volt AC power input, fused, toggle switch controlled, with power on/off GRN led indicator.
- DC track power controlled by variable transformer, fused, toggle switch controlled, with power on/off GRN led indicator, 4PDT direction toggle switch, and direction GRN / RED led indicators.
- DC power outputs for: 3.0 VDC, 5.0 VDC, 12 VDC, and 12 VDC variable via banana jack terminal posts, all fused.
- DCC Decoder tester (future).
- DC/DCC Voltmeter and Ammeter equipped – RRampMeter II.
- 4PDT center-off toggle to switch between DC and DCC systems.
- 4PDT toggle switches to power on/off main AC and variable DC power.
- Hinged front panels for internal access and storage, with magnetic catches.

Figure 1: thewizard1's Original Programming & Test Track from his MRH Forum Post

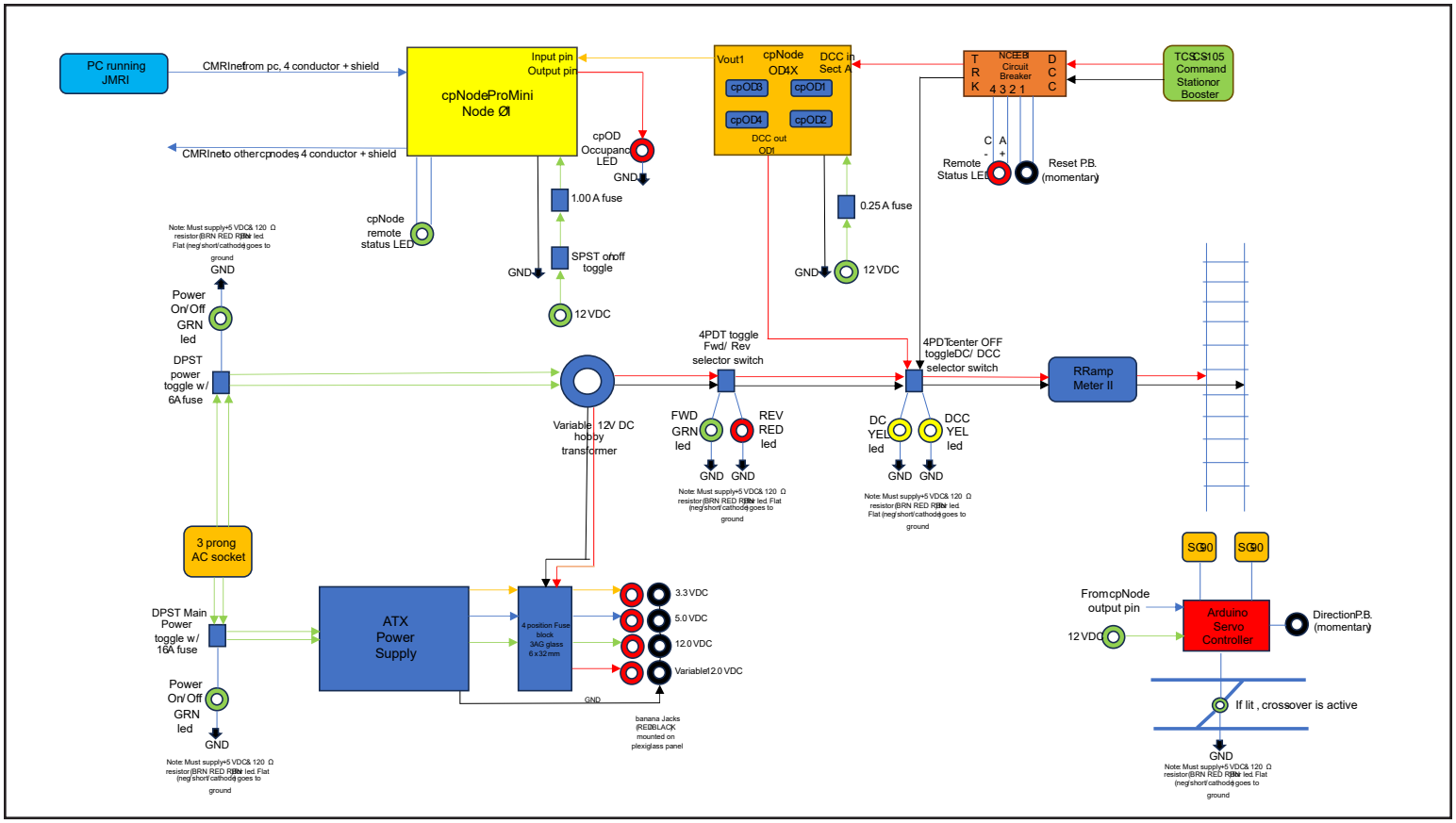


Figure 2: Michael's Electrical Diagram

- Facia panel for TCS cabs / LCC bus.
- cpNode Pro-Mini integration, SPST toggle switch to power on/off, with female socket (5 conductors) to connect to pc (RS-422/485) running JMRI, and C/MRInet socket (5 conductors) to connect to other cpNodes.
- DCC occupancy track sections, with fascia occupancy RED led indicators.
- Laser engraved labeling for switches, LEDs, knobs, etc.
- DCC circuit breaker equipped (NCE EB1) for equipment protection.

So, the major differences between thewizard1's version and my planned version are:

1. Adding fused inputs and outputs on all power sources. I do not see any fuse protection in his photos, and none mentioned in the text.
2. Adding a DCC circuit breaker to protect DCC equipment. This is a must in my opinion, especially for a test track fixture such as this.
3. Adding cpNode electronics to facilitate an easy testing environment.
4. Adding leveling and elevation adjustment for rolling resistance testing.

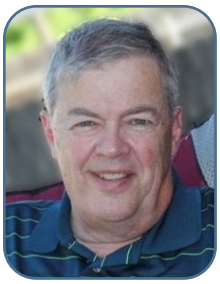
Now that my desired list is complete (is it ever really complete?), a sketch is needed to ensure nothing get missed electrically or electronically. I turned to PowerPoint to create the electrical and electronic diagram.

The next step is to prepare a list of all the needed components and get those ordered or collected. For that task, I turn to Excel. I start the list by categorizing the major sub-sections of the project: Main AC power, Variable 12 VDC transformer, TCS command station input, NCE EB1 circuit breaker, cpNode ProMini, OD4X motherboard w/ cpOD occupancy detector(s), and connections to/from the Windows PC running JMRI. Within each of these categories, include each component, its purpose, its designation (more on this later), it's part number from the electronics parts supplier, quantity needed, its cost, and it's extended cost. Once this is completed and checked, I will place my order for all the components at once to hopefully save a few dollars on shipping. My go to supplier is Mouser, located in Mansfield, Tx.

In Part 2 of this series, I will share the Excel spreadsheet and the drawings of the actual fixture. I plan on having the fixture front, side, and rear panels cut on a laser cutter to ensure close fit and accuracy. The laser cutter will also be used to cut out the openings in those panels. At this time, I do not have an exact count, but looks to be approximately 30 of them. For anyone who has done any panel creation, whether in wood, plastics, or other materials, getting openings made accurately is a BIG deal. I am really looking forward to the accuracy afforded by the CNC laser.

See you down the tracks! **ML**

DCC Corner



Speed Matching 101

by Tom Pearson

Speed matching is used to help multiple engines run smoothly when coupled together in a consist. First, it is important that engines be "warmed up" for 5-10 minutes to redistribute the grease and oils in the drivetrain. I find it easier to do speed matching on the main track using Programming on the Main (OPS mode).

The next step is to temporarily disable any momentum by setting CV3 and CV4 to zero.

Then we want set the "start voltage" so that all locomotives begin to move very slowly at the same throttle position. This is done by acquiring the locomotive and setting the throttle to speed step 1 or maybe 2-3% on a Digitrax throttle. Then I program increasing values into CV2 until the locomotive creeps very slowly, but smoothly. Sometimes it is quicker to increase the values by 5 until the engine starts moving and then adjust up or down by 1 until you are satisfied.

Since not all decoders have a CV6 for setting the midrange speed, we will assume there is a linear relationship between the top speed and the minimum speed and adjust the top speed to move the midpoint on the speed curve to the desired value. Note that it's best to speed match to the slowest locomotive.

If you have a speedometer, it can be used to get exact mph, but for consisting you can get pretty close by putting 2 engines on the track and visually watching to see if the gap between them is changing.

Now set the throttle to the middle position (14 of 28 speed steps, 64 of 128 speed steps, or 50% on a Digitrax throttle). Decrease CV5 on the faster locomotive, starting from a value of 200 in increments of 10, until the 2 locomotives run at approximately the same speed and then increase or decrease the value by 3 or 4 until they run very close to the same speed.

There is also way to tweak the forward and reverse trim to make the locomotives run the same in either direction. However, some decoders will not let the user change these unless they are using speed tables. **ML**

The Kid Really Knows his Switching

by Bob Barnett, MMR

From the Volume 11, Issue 3 (1965 Third Quarter) Marker Lamp comes the following article. As they used to say on the introduction to the TV series Dragnet: The names have been changed to protect the innocent.

A father and son team from Dallas took first place in the O-Scale switching contest at the NMRA National Convention in Vancouver. Dad handled the throttle while the son (the Kid) really "showed them how" to figure out the complicated switching problem. The young Kid's brain was obviously working fast as his arm as he hand signaled his Dad to move the train forward and backward to pick up, drop and reshuffle the cars.

The Kid solved the problem in thirty six moves. The average contestant had taken close to twice that many. In fact one veteran modeler watched the Kid mastermind the operation and realizing he had finished in an unbelievable short time the spectator asked: "How many moves did the Kid take?" When he was told the startled outcry of "THIRTY SIX?" rang out all over the exhibit hall.

To complete the story the DAD mentioned above was none other than F. C. Pete Peterson, one of the original editors of the Cow-Catcher (forerunner of the Marker Lamp) and the "Kid" was called Jim in the story. Today we know him as James Peterson, proprietor of Discount Hobbies and builder of the famous Gulf Colorado & Santa Fe Dallas District. So the next time you make a switching error while operating on the Dallas District and receive a gentle reminder (or severe reprimand) remember: *The Kid* really does know his switching." **ML**

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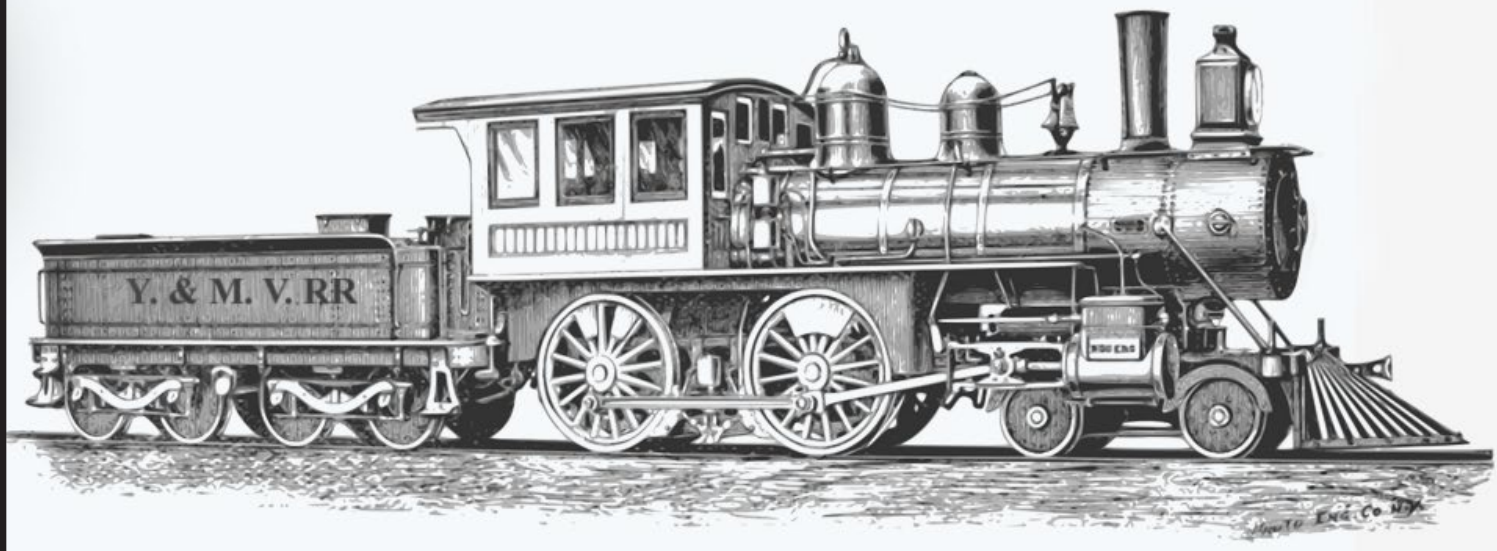

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Project Pay It Forward

by Guest Columnist Chris Mahan

During the NMRA National Convention in Grapevine, Texas, members of the Cowcatcher and Trinity Divisions of the Lone Star Region developed a plan to bring younger people and families into the Hobby of Model Railroading. We would start a modular layout and do a live hands-on presentation how to construct it using the different skills typical in Model Railroading. The layout would then be given away to a lucky attendee by raffle.

Chris Mahan of the Cowcatcher Division and Jeff Rykiel of the Trinity Division would be Co-Chairmen. The working title of the project would be *Project Pay It Forward*.

The project got rolling in October 2023 during the Plano Train Show council meeting. The Council approved the project and provided us space in the NMRA Booth area. The layout was 4 feet by 8 feet, in four sections. This could be disassembled, stored in a 2 by 4-foot area and was deemed ideal for the new modeler and their family who may not have had room for a traditional layout. Dave Mock of Trinity Division got busy drawing the plans, which were approved in November; Jeff Rykiel started building the modules and laying roadbed. HO scale was selected for this project.

Jeff laid the roadbed based on Dave Mock's plan

Jeff Rykiel's 4-module design

The four modules with roadbed, ready for track

Jeff delivered the modules to the Texas Western Club house, ready for track and scenery. Here (left to right), Tom Pearson, Russell Gifford and Jeff Cornelius are laying track and wiring it up.

Our Donation Partners

During the National Train Show in August 2023, we met with Karen Formico, VP of Marketing for WK Walthers and explained our project to her. We asked for her support, which she enthusiastically provided. Walthers provided one of the Build-a-World kits (the farm), which contained structures and scenery material. We built the structures and used the scenery material along with other scenery material from Woodland Scenic. We also used structures from Woodland Scenic, Bar Mills, and additional Walthers structures and Discount Trains-donated track. The DCC system was donated by John "Trapper" Kirkpatrick. Additional items were donated by Texas Western Model Railroad Club, Chris Mahan, Tom Pearson, and Russell Gifford of the r Division.

Live Demonstration

We were pleased to see the attention generated at the Plano Train Show. Attendees could visit each stage and see first hand how it all comes together. The project was assembled over two days, with the winner of the raffle announced on the final day of the show.

The winner can finish the layout according to their own ideas. The hardest thing is to get started, and this project successfully encourages the modeler to jump in.

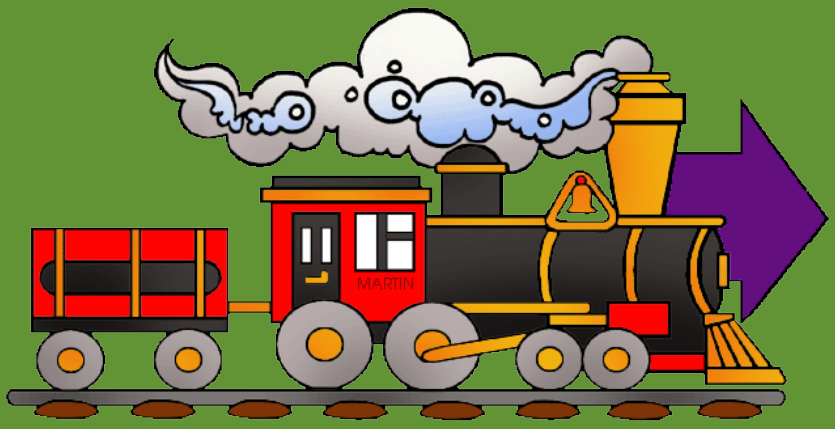
James Ramsey of Joshua, Texas won the layout and upon winning joined the NMRA. He attended his first Cowcatcher Division meeting in February 2024. He and his family have added track, scenery and structures to the layout since the show. **ML**

(Above) Russell Gifford assembles the Walthers Farm House at the show

(Left) Mal Nonne demonstrates creating scenery, grass, and roads

(Above) Ready for a new home!

(Left) The lucky winner: James Ramsey of Joshua, Texas!



Wanted!
Nominees for the 2024 LSR Youth Award

- **Who:** Any boy or girl 18 years old or younger with an interest in model railroading
- **Where:** One nominee from each LSR Division
- **A past awardee:** May be renominated for another year if they meet the qualifications specified in the LSR Constitution. **Contact Chuck Lind** chucklind46@gmail.com

How: Fill out the special Youth Award Membership Form available on http://www.lonestarregion.com/

When: Submit your nomination to your LSR Division Director by **December 31, 2024**.

For more information contact:
Chuck Lind, Youth Chairman: chucklind46@gmail.com

NMRA Member Code of Conduct and Role Expectations

At the NMRA Board of Directors meeting in January 2024, the Board adopted a Code of Conduct poposed by the Regional Advisory Council. Like many organizations, the Board recognized the need to set expectations for the behaviors, conduct, communication, and interactions between members, officers and directors. The Code addresses behaviors and conduct for engaging with other NMRA members, participating in an event or meeting, engaging on a social media platform or other sponsored extension of the NMRA (whether National, Regional, or Division). Importantly, the Code also includes general guidelines on the appropriate use of social media for NMRA matters at any level.

The RAC also published some materials for assisting Divisions in recruiting new members and expectations for NMRA roles. The following is the Code of Conduct and Expectations for Regional Presidents and Division Directors.

Please contact Peter Kazmir if you'd like a copy of the recruiting flyer or presentation. **ML**

National Model Railroad Association, Inc.
Member Code of Conduct

Introduction

This Code of Conduct ("Code") has been developed to set expectations for the behaviors, conduct, communication, and interactions between you and other members, officers and directors of the National Model Railroad Association, Inc. ("NMRA"). This Code applies to all such persons when engaging with other NMRA members, participating in any event, social media platform or other sponsored extension of the NMRA (for example, the NMRA Interchange or an NMRA-sponsored online meeting) and attending NMRA meetings, events, or activities (whether National, Regional, Division or other subset). This Code also includes general guidelines on the appropriate use of social media for NMRA matters at any level.

Why do we need a code of conduct?

We join the NMRA and participate in its activities for one common reason – we enjoy the model railroading hobby and the fun, challenges, personal growth and camaraderie that it provides. It is imperative that we keep our common bond of model railroading "front and center" and rise above the inevitable differences that exist among us in personalities, opinions, experience, gender, age, race, nationality, or any of the other factors that make each of us unique individuals. Our collective goal is to enjoy and promote the hobby of model railroading, so we must strive to avoid "distractions" that interfere with or obstruct our common purpose. Collaboration and co-operation are vital for the success of our hobby and our enjoyment of model railroading and everything it has to offer.

What does the NMRA expect of members?

The NMRA expects all members to conduct themselves in a respectful, responsible, and mature manner, and demonstrate courtesy and kindness toward other individuals. Constructive and healthy discussions and interactions are encouraged and in fact are vital to the success of our hobby. However, certain other verbal and nonverbal behaviors and actions are not consistent with the NMRA's values and hurt our hobby and relationships, such as the use of disparaging language, shouting, profanity, confrontational, intimidating or threatening behavior or language, and immature and disrespectful behavior or language. It is imperative that we interact in a polite and professional manner.

The NMRA does not condone abusive, threatening, or aggressive behavior toward anyone at an NMRA event or in an NMRA forum (such as social media and other forms of electronic and digital interaction). This includes other participants, event organizers or sponsors, judges, or other officials.

You should be welcoming to newcomers and remember they may not have the benefit of experience and information that you have enjoyed. Be constructive in helping to make their entry into the hobby an enjoyable one.

Harassment

NMRA events and functions are meant to be fun, educational, and inclusive. No one should be subject to intimidation, made to feel unwelcome, or put in fear of reprisal. Harassment may include behavior or language that causes alarm, distress, anxiety, fear of physical violence, offensive statements, verbal abuse, and threats. Members should be sensitive to others.

Non-Retaliation

The NMRA relies on you to identify potential issues and raise concerns that the NMRA may need to address. The NMRA prohibits acts of retaliation against any person who reports an issue honestly and in good faith, and retaliation can constitute misconduct that could subject a member to discipline. This commitment to non-retaliation assures you

that raising concerns, reporting misconduct, or cooperating in any investigation will not result in adverse consequences. The NMRA prohibits retaliation in any form, at any level of the organization, recognizing that retaliatory behavior contributes to an environment of mistrust and diminishes the willingness of individuals to be collaborative and transparent. During the investigation of any matter, the NMRA makes every reasonable effort to maintain the confidentiality of those involved.

Use of social media

The rapid growth of social media combined with ease of use and pervasiveness make it an attractive channel for communication. Use of social media for communication also creates the possibility of a host of unintended consequences. To help you identify and avoid potential issues, we are providing some examples of best practices that are meant to help you understand, from a wide range of perspectives, the implications of participation in social media. Any postings that you make as a representative of or participant in NMRA sanctioned activities will reflect on you and the NMRA.

Understand Your Personal Responsibility: You are personally responsible for the content you publish on user-generated content forums, such as blogs or social media sites. Remember that what you publish will be public for a long time. Protect your privacy.

Be Accurate: Be sure that you have all the facts before you post. It's better to verify your sources first than to have to post a correction or retraction later. If you do make a mistake, admit it and correct it. Post a retraction, edit your post, make any necessary apologies. If you are editing an earlier post, make it clear that you have made a correction.

Respect Others: You can catch a whole lot more flies with honey than vinegar. If you are constructive and respectful while seeking advice, asking for help, or discussing a disagreement or bad experience, you are far more likely to reach an understanding. In some instances, you may not be able to reach an understanding or agreement, but it is your responsibility to be constructive and address the problem rather than attacking the person.

Respect Your Audience: Don't use personal insults or disparaging conduct or language toward others. Show proper consideration for others' privacy and for sensitive topics. Users are free to discuss topics and disagree with one another but be respectful of others' opinions. You are more likely to achieve your goals if you are constructive and respectful while discussing a bad experience or disagreeing with an idea or a person. Harassment is not acceptable.

Think Before You Post: There's no such thing as a "private" social media site. Search engines can turn up posts and pictures years after publication. Comments can be forwarded or copied, and screenshots are easily available. Archival systems save information even if you delete a post. If you feel angry or passionate about a subject, it's prudent to wait until you are calm and clear-headed before posting.

Does it Pass the Publicity Test? If the content of your message would not be acceptable for face-to-face conversation, over the telephone, or in another medium, it is not acceptable for a social networking site. Do not use the anonymity afforded by a social media screen name or handle to post something that you wouldn't say if you could be identified.

Take the High Ground: You are more likely to build a high quality following if you discuss ideas and situations civilly. Don't pick fights online. Remember that as a participant in NMRA programming, you are representing the NMRA, and the organization supports the principles of fun, respect, and inclusion.

Do not post information that you know (or reasonably should know) is private, confidential, or proprietary. Some information that becomes available to you may be considered private, confidential or proprietary by the owner or source of such information – think before you post and if you are unsure, check with the owner or source before posting. Do not post anything in a private forum that you would not present in any public forum because there is no true privacy on the Internet. Ask yourself if you would want to see this published in the newspaper or posted on a billboard tomorrow or ten years from now? Additionally, ask yourself if you would want to see screenshots posted to the person or persons about whom you are speaking or writing.

Be Aware of Liability: You are responsible for what you post on your own site and on the sites of others. Be sure that what you post today is not something that you will regret in the future and that you are not violating any legal guidelines. Postings on social media sites can be, and have been, the subject of lawsuits alleging defamation, slander, or libel. In such a lawsuit, a court can compel the social media platform to disclose your account information; you won't be anonymous.

<u>How does the NMRA enforce this code?</u>

The NMRA can enforce this code of conduct independently, or in response to a complaint, after notice to affected members and due process including an opportunity to be heard. Proceedings include gathering facts, interviewing witnesses, conducting a hearing, and imposing discipline or dismissing the matter. The NMRA is a private membership organization; membership, member benefits, and the use of NMRA trademarks and intellectual property are not free or public. Therefore, the NMRA's leadership can determine that a violation of this code of conduct justifies a disciplinary action. Examples of actions include censure (a warning the similar conduct could cause termination), removal from an elected office, disqualification from elected offices or leadership, and termination of membership. The NMRA's Corporate Policies & Procedures Manual (CPPM), and Ohio state law applicable to nonprofit membership corporations such as the NMRA, governs the enforcement of this code and member discipline.

Region Presidents
Expectations and Responsibilities

The National Model Railroad Association (NMRA) is organized in three tiers. Individuals join the NMRA at the National level, but most of their interactions, as well as where they gather, socialize, learn, and contribute, is at the Divisions. The Regions serve as intermediaries, acting on behalf of the Divisions when interacting with NMRA HQ as appropriate. Because member experiences at the Division and Region tiers are critical to member satisfaction and retention, NMRA asks Region Presidents and Division Directors to lead with responsiveness, energy, and kindness. Specific duties, responsibilities, and authorities assigned to individual Region Presidents may vary and should be set forth in each Region's bylaws. In general, Region Presidents' responsibilities include the following:

- Provide positive leadership and direction for the Region by promoting a positive culture of support.
- Serve as the Chief Executive Officer of the Region, schedule and preside over Region Board of Directors (BoD) and General Membership meetings, and ensure that all orders and resolutions of the Region BoD are carried out.
- Organize regularly scheduled in-person or virtual events for Region members to attend.
- Lead the overall planning and coordination of Region activities including marketing.
- Ensure Region information sources, including newsletter, website, and social media, are kept up to date with dates, times, and locations of events, reports of activities, and contact information, as these are key resources for Divisions within the Region and for recruiting new members.
- Execute all legal documents requiring the signature of the person authorized to represent the membership except where the signing and execution thereof shall expressly be delegated to some other officer or agent by the Region BoD or bylaws.
- Keep Region BoD members, including Division Directors, informed of the actions and activities of the NMRA BoD.
- Maintain contact with NMRA headquarters (HQ) to include reporting new Region Officers and Committee Chairs as soon as they are elected/appointed.
- Annually, in December, provide NMRA HQ with information to process the annual "Certificate of Liability Insurance" verification form. Forward the completed documentation to Division Directors immediately when received from NMRA HQ.
- When requested by the RAC Director, prepare a Region status report for the National BoD prior to their summer and winter meetings.
- Advise NMRA HQ of Region member issues and concerns.
- Request assistance promptly through the RAC Director or directly to NMRA HQ for matters requiring a higher level of authority.
- Appoint various committee chairpersons and ad hoc committee members as needed. Be a member ex-officio of all appointed committees.

Division Directors
Expectations and Responsibilities

The National Model Railroad Association (NMRA) is a three-tiered organization, from National through Regions to Divisions. Individuals join the NMRA at the National level, but most of their interactions, as well as where they gather, socialize, learn, and contribute, occur at the Divisions. With few exceptions, the Division has more impact on the satisfaction and retention of individual NMRA members than Regions or NMRA's national officers and Board of Directors. As leader of the Division, the Division Director normally has more impact than any other on the success of the entire NMRA organization. Specific duties, responsibilities, and authorities assigned to individual Division Directors may vary and should be set forth in each Division's bylaws. In general, Division Directors' responsibilities include the following:

- Ensure Division information sources, including newsletter, website, and social media, are kept up to date with dates, times, and locations of events, reports of activities, and contact information, as these are key resources for Divisions within the Region and for recruiting new members.
- Provide positive leadership and direction for the Division. Regularly communicate effectively with all Division members. Promote a positive culture of support.
- Implement and support NMRA and Region programs.
- Serve as the Chief Executive Officer of the Division, conduct all Division business consistent with NMRA rules and regulations, their Region's rules and regulations, and their Division bylaws. Schedule and preside over Division Board of Directors (BoD) and General Membership meetings, and ensure that all orders and resolutions of the BoD are carried into effect.
- Organize regularly scheduled events for Division members to attend.
- Be responsible for the overall planning and coordination of Division activities, including marketing.
- Execute all legal documents requiring the signature of the person authorized to represent the membership except where the signing and execution thereof shall expressly be delegated to some other officer or agent by the Division BoD or bylaws.
- Keep Division members informed of the actions and activities of the Region BoD and NMRA BoD.
- Maintain contact with the Region President to include

reporting new Division Officers and Committee Chairs as soon as they are elected/appointed.

- Actively engage with the Region Board of Directors in accordance with the Region's guidance documents.
- Develop an effective recruitment and retention program.
- Review monthly NMRA membership reports and act on new, expired, or changed membership status.
- Respond promptly to all requests for information from their Region and the NMRA.
- Through their assigned Region, advise NMRA HQ of Division member issues and concerns.
- Request assistance promptly through their Region or directly to NMRA HQ for matters requiring a higher level of authority.
- Appoint committee chairpersons and ad hoc committee members as needed. Be a member ex-officio of all appointed committees.

Additional information as well as a suggested list of committees is included in the Division Superintendent's Handbook: https://www.nmra.org/sites/default/files/education/regions_divisions/division_superintendent_handbook_20160428.pdf. *[Editor' Note: Other regions refer to Division Directors as Division Superintendents, which is what you'll see in the Handbook.]*

Rod Fredericks Photo

THE ORIGINAL ★ SINCE 1973

2024 AUSTIN TRAIN SHOW

25,000 square feet of model railroading fun for the whole family!

Operating Model and Lego Railroads
Clinics • Train Ride • Raffle • Home Tour
Hundreds of Vendor Tables
All Scales - Buy and Sell

Admission $8 in advance • $10 at the door
Includes both days
Children 12 and under FREE with adult

Saturday August 24 10:00am - 5:00pm
Sunday August 25 10:00am - 4:00pm

Palmer Events Center
900 Barton Springs Road

Information & Table Sales: austintrainshow.org

Do you live in central Texas?

Whether you're new to model railroading, want a large layout but don't have the room, or just want to hang out with friends...

Come join us!

The Austin Model Railway Society is an HO scale club. Members of all ages meet monthly and participate in many ways, from electronics to scenery to operations.

AUSTIN MODEL RAILWAY SOCIETY
EST AMRS 2017

For more information and how to join, check out our website at austinrailway.org!

Board of Directors Meeting Notes

MINUTES OF THE LONE STAR REGION BOARD MEETING
Virtual (Zoom) Meeting - June 2, 2024

The Annual Board Meeting was called to order by President Donna Orr at 2:05 pm.

Attendance

All officers, directors, and committee chairs were present except:

Voting Board Members:
Ray Byer, Vice President - Proxy: Chuck Lind, MMR
Jeff Palmer, MMR, Secretary
(resigned prior to the meeting) - No proxy
Don Kimmel, Division 7 - No proxy
Pete Leach, MMR, At-Large - No proxy
Darrell Cowles, At-Large - No proxy

Non-voting Board Members:
All present

No visitors were present.

Motion 1: Reading and Approval of Previous Meeting's Minutes

Donna Orr provided a motion, and Chuck Lind seconded, to dispense with the reading of the minutes of the January 2024 Board of Directors meeting and to approve as published in the March 2024 Marker Lamp. The motion passed unopposed.

Board Reports

Reports were provided by all members except for Ray Byer, Jeff Palmer, Don Kimmell, John Lowrance, MMR (who resigned as Education Chair earlier), Divina Gato-Hogno, and Peter Kazmir.

Two corrections were made to the submitted reports:

- Rod Fredericks noted that the Division 2 meeting would be held June 29 instead of June 22.
- Charles Goodrich, MMR noted that Division 3 has started purchasing equipment necessary to make events available via Zoom to people in the Division outside of the immediate area.

[These corrections have been made in the reports published in this issue of the Marker Lamp. -Ed}

Old Business

Update on the LSR Virtual Museum
Committee: Donna Orr, Bob Barnett, MMR, John Lowrance, Peter Kazmir

Donna Orr sent an email May 17 asking each of the Division Directors for a contact who would help with nominations and content for the virtual museum. Two of the Directors had replied so far. It was decided that we would assume the Division Directors would be the contact person unless they specify someone else.

Peter Kazmir then shared an early mockup (with placeholder content) of the virtual museum website. It would be built using a "content management system" making it easy to publish and edit content without having to edit any source code; we will use either WordPress or Drupal. (Note the museum website will be separate from the LSR website.) The website would start with a menu and a rotating set of images. Then it would list the various categories of exhibits, which the user could browse.

So far, the committee has defined ten categories: Modelers, Railroads, Clubs, Companies, LSR Events (like conventions), LSR Officers (including past Presidents), LSR History, Newsletters (past issues of the Marker Lamp), and More. The exhibits will be cross-referenced, so (for example) one could find entries for Gil Freitag, Virginia Freitag, and the Stoney Creek & Western in multiple categories.

There will also be a log of changes, so users can come back and see what has changed since they last visited the site.

The committee is developing a formal process to decide what exhibits should be included, but the goal is to include noteworthy members and events

from the LSR and the LSR's geographic region over its history.

Exhibits will include multiple forms of content - a summary block, text, photos, diagrams (like track plans), and even video if any is available. The idea is to tell a story with each exhibit - not just write a Wikipedia article. Roy Kaiser volunteered to help draw track plans if a publishable version is not available.

Almost 30 subjects have already been nominated and are being tracked in a permanent spreadsheet in the LSR's Google Drive. As the committee confirms each nomination, exhibits will be published immediately even if we don't yet have content. Among other reasons, having a sparse page may encourage folks to provide content. The committee will be ensuring that all content has the appropriate permissions.

The goal is to have the website fully functional and populated before the Board Meeting next summer, with an interim goal of having at least a skeleton of the website live by the end of this year.

Update on the Young Adult Program

Committee: Divina Gato-Hogno, Bob Thiele, Peter Kazmir

Peter Kazmir shared that the goal of this program is to get more young adults active in model railroading in the LSR, in the age range of 19-29. Young adults will often have less free cash to spend on memberships, conventions, and even model supplies, and may feel disconnected from the hobby's community, so it's harder for them to stay involved.

The committee is developing a proposal that would be similar to the Youth Award Program in some ways. So far, the committee is considering an application-based (not nomination-based) program that would not be limited to existing LSR members. Those who are included in the program would receive some benefits, such as a year of free NMRA/LSR membership with magazine subscription, free admission to that year's LSR convention (possibly with additional benefits TBD), and (key to this program) some level of mentorship from existing LSR member(s) - for example, to help them plan a layout, build a model, learn about the NMRA and its Advancement Program, and so on – some reason to stay involved and active through the year.

The committee is continuing to plan and will come to the January Board Meeting with a formal proposal and a plan to start a pilot program with 1 or 2 "fellows" in 2025.

Jared Roberts suggested focusing on the interests of this age group - live steam, "maker" projects, and so on. Michael Harang suggested that this age group will probably be more likely to be interested in the digital magazine subscription than a printed subscription.

Update on the Convention Committee

Committee: Joe Leising, Bob Thiele, Divina Gato-Hagno, Donna Orr, Peter Kazmir, Riley Triggs, Rod Fredericks

Joe Leising reported that the focus committee was formed to explore how to make it easier for all LSR Divisions to host conventions. At a recent committee meeting they discussed what type of support a Division might need to support a convention, including a standardized website, registration platform and other items. Peter Kazmir has volunteered to build the website (and possibly registration platform).

Other aspects identified included clinics, catering, operating sessions, printing, publicity and contract negotiations.

The end goal is to have mechanisms in place to make it easier for each year's convention host group to host the convention leading to 100% participation across our eight Divisions for convention hosting.

Joe and Donna asked the Division Directors to go to their membership to see who would be willing to join the committee to be mentors on these topics - not to do the work for the host committees, but to answer questions and advise. Of course, Divina will continue to coordinate general interest (non-rail) activities, and Ray will continue to coordinate the contest. But others may have skills and experience in other areas that could really help.

Peter Kazmir pointed out that all of these things are optional. If a convention committee doesn't want to use the standard website, they won't have to.

As Michael Harang pointed out, this approach (and the documented best practices and tips that will be available) will reduce the amount of work per convention - each convention can build on the previous year rather than having to start (mostly) from scratch. (Joe has already started on this documentation, and we also have older documentation from multiple sources that will be incorporated. If anyone has any documentation that should be considered, please send it to Joe.)

New Business

Election Results and New Board Members

Results of our annual election include:

Ray Byer, Vice President*
Peter Kazmir, Secretary
Rod Fredericks, Division 2 Director*

Bob Thiele, Division 4 Director*
Roy Kaiser, Division 6 Director
Phil Stewart, Division 8 Director*
Deborah Gifford, Gene Mangum, and Michael Harang*, At-Large Directors
* Incumbent

Also, Don Winn, MMR is our new Education Chair.

Donna welcomed our new Board Members (who took office at the beginning of New Business) and thanked those not returning for their service.

Motion 2: Destruction of the Election Ballots

Peter Kazmir provided a motion, and Rod Fredericks seconded, to destroy the individual election ballots from the election earlier this year. The motion passed unopposed.

Using the LSR's Shared Google Drive

Peter Kazmir reviewed an email he sent the night before the Board Meeting explaining how the LSR's Shared Google Drive is set up and how to access and use it. The goal is to store all of our shared content - meeting notes, zoom recordings, virtual museum tracking, content for the Marker Lamp, and so on - in the Shared Drive in accordance with the Board's previous decision that content owned by the LSR should not be stored in a location not owned by the LSR. (Not all content will be in the Google Drive – the website, for example, is hosted separately.) All content is fully backed up in real time, and changes are tracked and reversible.

Peter noted that we have a free non-profit account with Google that gives us access to a business Google account that includes multiple services including the Shared Drive and the Google Docs family of applications.

The Shared Drive is large enough to host Division content as well, if any Division wants to use it. We can also use the Drive to share content like photos between members.

Not all content will be available to all members of the LSR or even committee members with full read-write access. For example, the Marker Lamp files are editable only by the ML Editor, the executive Board Members, and the Web Committee Chair. If someone needs access to the Shared Drive, please contact Peter for help. If you need write access, you will need a Google account.

LSR Website Plan

Speed Muller and Peter Kazmir are going to be building a new website for the LSR. They are in the requirements and design phase now. It will also be built to make it easy to update and maintain for years to come. The goal is to have a mockup (or a prototype working) by the next Board Meeting in January.

As part of the change to the new website, we will be moving to a new domain: lsrnmra.org. The old domain, lonestarregion.com, will be forwarded to the new domain for a while to help folks migrate. (We will also own and forward lsrnmra.com in case anyone gets confused.) The reason for this change is that the old domain is owned by someone privately, not the LSR.

Speed wanted to remind everyone that the LSR website is only as good and up-to-date as the content provided by the various divisions. If, for example, we want to include information about the various Divisions' meetings, the webmaster cannot be responsible for single-handedly maintaining that content.

Donna commented that, like the Shared Drive, we will not have a single person who controls access.

Future Convention Schedule

Joe Leising reported that we have host committees for the next five LSR conventions:

2025: Bayou Division 2 (Baton Rouge area)
2026: Cen-Tex Division 4 (Austin area)
2027: Trinity River Division 3 (Dallas area)
2028: South Texas Division 6 (San Antonio area)
2029: Cowcatcher Division 1 (Fort Worth area)

Joe asked that each Director encourage your Division members to not only get excited about hosting their own convention but also in attending the other Division's conventions.

Duane Richardson, MMR, commented that the last few conventions in the DFW area have been hosted jointly by Divisions 1 and 3 (not by either Division individually) since it's generally the same committee for such events, and it gets to be a bit much to host a convention every few years. It was suggested that we continue to keep them combined going forward on this potentially six to eight year schedule. The current plan, however, is that the two Divisions will work to have different and more geographically separated committees and events (which would be more advantageous for facility pricing as well).

Online Membership Directory

Chuck Lind reported that years ago, the LSR used to maintain a semi-public directory of members and their model railroads. He would like to propose we build a new, opt-in, directory of members and the model railroads. The directory would be accessible by LSR members only (or perhaps, only those who are actually in the directory).

As an example, he cited an app called Instant Church Directory which the SanJac club uses. It costs $100 per year. Chuck volunteered to manage setting up the Directory.

This would be separate from any work the NMRA Is doing to rebuild how members are tracked. Peter suggested that we look at other applications, and/or something built into the new LSR website, so that it can be accessible from desktop and not just via phone/tablet. Speed will check with the NMRA and see if it might be possible to manage privacy permissions in the new NMRA system so we don't have to manage them also at the LSR level.

Peter pointed out that we'd want to include some content that we don't get from national - like what scale they model, if they have a website or blog, and so on, and also the privacy permissions might be more granular than "do you want to be included or not" - for example someone might want to include their city and state but not their address or phone number.

Motion 3: Membership Directory Creation

Chuck Lind provided a motion, and Rod Fredericks seconded, to create an online LSR Membership Directory. The motion passed unopposed. Chuck Lind will lead a committee to create the Directory, and Peter volunteered to help with the technology.

Regional AV Equipment

Joe Leising reported that the LSR currently owns three projectors, but only two screens and two projector tables. In addition, one of the screens is very large and harder to transport. Having a third projector and table would save the LSR rental costs and enable better seating arrangements.

In addition, the LSR recently had four whiteboards donated, but doesn't have any way to display them at events. Having six easels for those whiteboards (and other signage) would also save the LSR rental costs in the future.

Easels would cost about $60 each, and a projector table would cost about $50.

There was a discussion about selecting screen size that would be easily transportable. Joe is researching a durable and affordable six foot (transportable) screen. Steve Sandifer, MMR also suggested a six-foot screen might be too small for a long and narrow room. After research, a separate motion will be made about the screen at the next Board Meeting. All of the (existing and to be purchased) equipment will be available for the 2025 convention.

Motion 4: AV Equipment Purchase

Bob Thiele provided a motion, and Peter Kazmir seconded, to spend approximately $410 to purchase six easels and one projector table for the LSR. The motion passed unopposed. Joe will purchase the equipment.

After the motion passed, Bill Dryden offered to donate the $410, so the money will not have to come out of the LSR budget, and Steve Sandifer may have a table to donate.

Membership Information

Jared Roberts reported that he reaches out to folks who have not renewed their membership to find out why they're not renewing. He reported that the primary reasons have to do with geographic location (not being able to easily participate in division activities) and with "petty, grumpy stuff." He would like to remind us that we should all be positive and polite with new members, and set the tone for others in our divisions, especially as our membership numbers continue to decline.

Jared also mentioned that the NMRA has worked with Grouper to cover NMRA membership dues as part of eligible Medicare plans. More information can be found at https://www.nmra.com/grouper.

2025 Convention Update

Rod Fredericks gave an update on the 2025 LSR Convention. *The Blues Express* will be held at the Holiday Inn South in Baton Rouge, Louisiana, on June 26-29. The hotel, which has recently been renovated, is located near the I-10/I-12 split in Baton Rouge and is about 65 miles from New Orleans. More details are in his report, but this is shaping up to be a great convention in an amazing location!

Rod and Donna also brought up the next Board meeting, which will be held January 25 in Baton Rouge. Traditionally, this meeting is held at the upcoming convention facility so the Board can preview the location. However, the Holiday Inn wants to charge us $200 for a meeting room. Given that it will be a long drive for a number of Board members, the idea was that we would be having a dinner-time meeting, so as an option, we could meet at a nearby restaurant instead (Drusilla Seafood), where attendees would be responsible for food and drinks. Sunday morning, we could meet to tour the hotel facilities before heading home. Regardless of which option we choose, the Board Meeting will also be available via Zoom.

Motion 5: January Board Meeting

Roy Kaiser provided a motion, and Deborah Gifford seconded, to meet at the restaurant on Saturday at 7:00 pm to eat and hold the Board Meeting, and then tour the hotel facilities on Sunday morning at a time to be determined. The motion passed unopposed.

Finally, Rod requested a discussion about sponsorship for the banquet (per the policy approved at the last Board meeting), which led to the next motion:

Motion 6: Convention Sponsorship

Rod Fredericks provided a motion, and Roy Kaiser seconded, for the LSR to sponsor the 2025 convention banquet (reducing costs for attendees) in the amount of $2,000. The motion passed unopposed.

2024-2025 LSR Budget

Steve Sandifer submitted a proposed LSR budget for this fiscal year, with an expected net loss of $1,199.99. (It was noted that we don't have income from a convention this fiscal year, since we had two conventions last fiscal year, so the net loss is expected and acceptable given our overall financial balance as shown in Steve's report.) *[On the next page. -Ed]*

Motion 7: Budget Approval

Chuck Lind provided a motion, and Gene Mangum seconded, to approve the budget as submitted. The motion passed unopposed.

Motion 8: Meeting Adjournment

Chuck Lind provided a motion, and Peter Kazmir seconded, to adjourn the meeting. The motion passed unopposed, and the meeting was adjourned at 4:26 pm.

A recording of the Zoom call is available in the LSR's Google Drive at https://drive.google.com/file/d/10Ue6AGyMFxUoLkpOVHRvWide_KvNoJQf/view?usp=sharing.

Financial Year (FY) 2023-2024		Proposed for FY 2024-2025		
Approved	Actual	Proposed	Approved	
$20.00	$100.00	$20.00		Ad, Dealer, Marker Lamp
$24.00	$72.00	$24.00		Ad, Pike, Marker Lamp
$300.00	$9,835.16			Conv 2023 Proceeds, National
$250.00	$0.00	$2,256.01		Conv 2024 Proceeds, Houston
	-$500.00	$0.00		Conv 2025 Repay loan, Baton Rouge
	$56.25			Plano Train Show
$1,600.00	$1,736.00	$1,700.00		NMRA Rebate
	$273.07	$1,000.00		Interest Earned CD Fund
				Interest From Conv Fund
				Patches and Decals
				MSSB interest
$85.00		$85.00		Div #1 Virginia Freitag Award (5 years)
$0.00	$0.00			Donations
		$0.00		Amazon Smile
$81.00				Transfer from Savings
$2,360.00	$11,572.48	$5,085.01	$0.00	TOTAL INCOME

Financial Year (FY) 2023-2024		Proposed for FY 2024-2025		
Approved	Actual	Proposed	Approved	
$35.00	$0.00	$35.00		Achievement-LSR Program
$75.00	$0.00	$75.00		Board Meeting
$75.00	$0.00	$75.00		Mid-Year Meeting Expense
$550.00	$0.00	$550.00		Contest-Convention
$100.00	$0.00	$100.00		Convention, non rail
$0.00	$0.00			Conv 2024 Advance to Houston
	$500.00	$3,500.00		Conv 2025 Advance Baton Rouge
				Convention General Expense (1)
				501C3 IRS Expense
$800.00	$864.00	$850.00		NMRA Rebate to divisions
$0.00	$0.00	$0.00		Election Chair Expenses
$0.00	$0.00	$0.00		Historian Expenses
$0.00	$375.00	$375.00		Marketing
$75.00	$0.00	$75.00		Membership Chair Expenses
$100.00	$0.00	$100.00		President-Office Expenses
				Secretary Exp. & Postage
$25.00	$10.20	$25.00		Treasurer Exp. & Postage
				Marker Lamp Print & Mail
$0.00	$0.00	$0.00		Sign and Print for Events
$0.00	$0.00	$0.00		Audio/visual
$50.00	$0.00	$50.00		Memorial Denotations
$200.00	$228.39	$250.00		Website Costs
$25.00	$4.50	$25.00		Banking Costs
$200.00	$120.00	$150.00		Youth Membership Program
$50.00	$0.00	$50.00		Youth Chair Expenses
$2,360.00	$2,102.09	$6,285.00	$0.00	TOTAL EXPENSES
$0.00	$9,470.39	-$1,199.99	$0.00	

Director and Department Reports

Vice President

by Ray Byer
LSR Vice President
raybyer@yahoo.com

(No report received)

Secretary

Jeff Palmer, MMR
LSR Secretary (outgoing)
res06wqv@gte.net

(No report received)

Treasurer

by Steve Sandifer
LSR Treasurer
steve.sandifer@sbcglobal.net

Financial Year, May 1, 2023 - April 30, 2023

Beginning Balances		
Restricted funds		
Bob Clarke Award	$448.80	
Division 7 Rebate Escrow	$172.50	
Delattre Fund	$578.00	
Unrestricted Checking	$43,141.68	
Total checking account		$44,340.98
Income		
Pike Ads	$172.00	
NMRA Rebate	$1,736.00	
Plano Train Show	$56.25	
National Convention	$9,835.16	
CD Interest	$273.07	
		$12,072.48
Disbursements		
Youth Award	$120.00	
Division Rebates	$886.00	
Website Expenses	$228.39	
Marketing	$375.00	
Baton Rouge Convention Loan	$500.00	
Bank Fee	$4.50	
Postage	$10.20	
		$2,124.09
		$54,289.37
Ending Balance		
Restricted funds		
Bob Clarke Award	$448.80	
Division 7 Rebate Escrow	$194.50	
Delattre Fund	$578.00	
Unrestricted Checking	$17,795.00	
Total checking account		$19,016.30
Total CD Value		$35,273.07
Net Worth		$54,289.37

Cowcatcher Division 1

by Dick Brannan
director@cowcatcherdivision.org

cowcatcherdivision.com

The Cowcatcher Division has had a good first half of 2024. Highlighting it was the Plano Train Show where Division 1 and Division 3 staffed the NMRA booth, and the divisions picked up five new members. The attendance at the show consisted of 3798 paid adults and another 1135 children under 12. Although not a record, the best showing in the last 5 years.

Division 1 and Division 3 also worked together on what has been dubbed "The Pay it Forward" Module. This is a 4 ft by 8 ft modular layout made up of 4 – 2 ft by 4ft sections. The intent was to bring the partially completed module to the Plano Train Show and complete it to demonstrate how easy wiring, track laying, scenery and structures could be. Once completed at the show, the module was raffled off to a young model railroader.

As it turned out, a teenager, James Ramsey, from Justin, TX, won the module and promptly joined the NMRA and has attended several Cowcatcher Division meetings.

The Cowcatcher Division also participated in the "Train -A-Plooza" a train show at the Grapevine Convention Center on March 9th and 10th and we were able to sign up three new members (2 rail pass , 1 regular membership).

Our attendance at our monthly meetings continues to be about 50 people participating and we have another "Make and Take" schedule for the fall and that always generates strong attendance at the meeting.

Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com

For the past six months and before, planning for the 2025 Lone Star Region Convention in Baton Rouge has been underway. The theme of the convention is The Blues Express, which was inspired by an article I found on Wikipedia on the Yazoo and Mississippi Valley Railroad that served Baton Rouge in the early to mid 1900's. Interesting reading. The convention logo is:

The Holiday Inn South Baton Rouge has been selected as the host hotel and the dates are the 26th through the 29th of June 2025. As the name suggests the hotel is on the south side of Baton Rouge adjacent to I-10 and I-12, which provides quick access to the city, and the New Orleans area is only 80 to 90 minutes away.

This hotel has all the meeting rooms necessary for an LSR convention, a reasonable rate, and a huge foyer and lounge area for visiting old friends and making new ones.

I have been traveling to clubs in the area and individual model railroaders and layouts talking up the division and the convention, and the response has been encouraging. Presently we are forming the various convention committees and enlisting members who might wish to work on the convention.

I visited the two clubs in the division, The Crescent City Model RR Club and the Greater Baton Rouge Model RR Club, and I joined the latter. The CCMRR sustained substantial hurricane damage two years ago and only recently has the railroad back to operation, but some work remains to be done. Hopefully that will be done by June 2025. They are eager to be

a part of the convention. They a quick 80-minute drive down I-10 to Metairie, LA.

The Greater Baton Rouge Model RR Club is 55 minutes north of Baton Rouge in Jackson, LA. This is a very large facility with G gauge outdoor layouts in live steam and electric power. Inside one building are layouts in Standard, Gauge 1, and O gauge 3-rail, S gauge, N scale and even Z. In another building is a large HO scale layout and another O gauge 3-rail layout.
I also visited Art Houston's excellent Grandi Pacific railroad as a possible operations layout. Club size, operations oriented located in Houma, LA (Cajun country) about an hour and a half from the hotel, but well worth the drive. Another potential operations layout is Mike Waldorf's L&N layout in Mandeville, LA, 60-minutes east on I-12 from the hotel.

For the first time in a number of years a Division 2 general meeting will be held on June 29. Bayou Division members will be notified by email in the coming week; however, this meeting will be open to all area model railroaders. We will be discussing the kind of clinics and events the division might hold and it is also a crew call for anyone wishing to work on the convention committees.

Also, I will be posting brief articles in the Marker Lamp about various places and sights to visit around the area, both rail and non-rail. In the coming issue I am highlighting an area downtown on the river with a science and technology museum, and a planetarium, all in a train station, a marine museum with a WW II destroyer outside, an old state capitol which Mark Twain dubbed the ugliest building on the Mississippi River, all of which has a working CN branch line running right through it.

In summary, there is a lot left to do over the next year and some days concerning the convention, but I feel we are well on the way to a successful event next summer.

Trinity River Division 3

by Charles Goodrich, MMR
director@cowcatcherdivision.org

trinityriverdivision.org

Division 3 continues to enjoy good attendance at our monthly meetings. In addition, our division is actively working to be able to broadcast our meetings via Zoom so that people outside the Dallas area can participate. The NMRA booth for the Plano Train Show is also being updated to better advertise our mission and recruit new members.

Division 3 has had several outstanding clinics this year.

Our January clinic was presented by Jeff Palmer. The clinic titled "Track Work" and featured many examples of problems that are encountered in our model track and how he solved them.

The clinic for February was presented by Stephen Moore. It was a make and take Clinic. Everyone was given a mini diorama module and given one hour to complete the module. This is the same modules that the kids were given at the Plano Train Show,

The March clinic was presented by Gert "Speed" Muller. He told about the NMRA interchange. The Interchange is designed to provide an online space for members to collaborate, learn, exchange ideas and information and much more!

Our April clinic was presented by Duane Richardson. His clinic was on details and how they can make our layouts more believable.

The May clinic was presented by Jeff Rykiel. He showed us an easy way to connect Model Railroad Modules using alignment pins and eliminate those Pesky 3-inch Track pieces during setups. He also covered some basics on selecting wood and what to do to keep it from shrinking and expanding with the weather.

In January Division 3 was in charge of the NMRA booth at the Plano Train Show. One of the highlights was a make and take clinic present by Stephen Moore for the kids to build a mini diorama. Each kid was given as small piece of Styrofoam with a piece of N scale track on it. They were to finish all the scenery material to finish the diorama. There was always a line of kids waiting their turn to build a module (see Figure 1).

Finally, Division 3 has started purchasing equipment necessary to make events available via Zoom to people in the Division outside of the immediate area.

Figure 1: Stephen Moore put on a clinic on building mini modules for the kids at the Plano Train Show. There was always a line of kids waiting for their turn to build a module.

Cen-Tex Division 4

by Bob Thiele
director@centexnmra.org

centexnmra.org

The last division meeting was an enjoyable one as we did some hands-on demonstrations. I am going to hold off thanking everyone who has contributed to the building of the shelf layout until the end of the project. Members who volunteered to build the layout structures each presented their projects and described the build. For some of them, this was their first advanced or craftsman level kit construction project. Everyone did a great job and the structures will look great on the layout.

Tim Giraud presented a clinic on the use of Sculptamold and how it will turn a flat scene into a contoured landscape. He has a formula that extends the working time for applying the paste to the layout. His secret formula is 1-part Sculptamold, 1 part paper mâché, ½ part water, and paint to give the material color. We discussed different methods of adding ground cover, types of gluing agent, the variety of ground cover and adding ground cover in layers.

I have in my posession three AP certificates of achievement with Steve Jacobs' name on them. This brings his total number of achievement certificates to 6. Now if we can just get him to a division or AMRS club meeting, I can award them to Steve with the proper pomp and circumstance. The division has five more members who are working on completing one or more AP certificates at this time. Keep up the good work, people.

The AMRS has been working hard to finalize and finish Phase I of the clubs' modular layout. They have redesigned and constructed 6 modules to include a staging area and simplify the entrance to downtown Austin. The group is working hard to get the layout ready for the August Austin Train Show. The Division will have a large presence at this year's show. Along with the recruiting table, we will have a test track for attendees to test their new equipment. The Division will also bring David Barrow's South Prairie switching layout. Attendees will be able to operate the equipment and work through a switch list, learning about the different aspects of the hobby.

I want to take a moment to thank our sponsors for supporting the division. George Hollwedel of Prototype N Scale models and Wayne Jones of Texas Tees are not only members but support the division through their business. If you have the opportunity, please support them with your patronage.

West Texas Division 5

by Brooks Willig
Headroadie2004@gmail.com

Newsletter

Since the last report in January, the division has continued hosting monthly meetings on Zoom. In January we had Steve Sandifer, MMR present Part 2 of his clinic about Shipping Livestock. Marita Richards gave a great presentation in February on the History of the Pullman Company. In March, Brooks Willig presented a live on-camera model tree-making demonstration. In April, Duane Richardson joined us again to show us How to build better models. In May, we had a great roundtable discussion on 3D printing, John Emerson showed the members in attendance his 3D printed G-Scale freight cars. We have some great clinics in the works for the rest of 2024. Sign up at the link below for future meeting updates.

The Lubbock Model Railroad Association has elected Sandra Harris as their new club president. I keep seeing great things from the club, as they keep growing and promoting model railroading in Lubbock.

At the 2024 Lonestar Region Convention, Danny Joe Gumaer from the Lubbock Model Railroad Association was awarded the Youth Award for Division 5. Congratulations Danny for winning the Youth Award. I am excited to see more youth join the NMRA and participate in the hobby.

The Abilene Society of Model Railroaders has been setting up their layout over the last year in their new space and recently hosted an open house weekend in May.

View the division's previous meeting recordings. https://www.youtube.com/@NMRALSRD5.

Sign up for updates from the division and when we are holding our monthly meetings go with this link. http://eepurl.com/hRLLm9.

Happy model railroading!
Brooks Willig

South Texas Division 6

by Don Winn, MMR
donnswinn@gmail.com

Howdy South Texans,

We have had a number of great events in the area in the past several months. Following our regional convention was the SAMRA Train Show. The tables were sold out in advance, and we had a good crowd coming through. I came away with a number of good deals that I didn't know I needed. At the welcome table, I handed out flyers inviting folks to our division meetings, which resulted in several prospective members.

At our division meeting in April, we had 33 participants, which made it one of our highest attended events. David Nicastro presented a clinic about the giant Schnabel cars, and how he uses his in a prototypically correct operation on his layout. He also presented a mini clinic on how he models HO scale newspapers (just amazing). George Forbes shared photos and a video on the UP's Corbyn Yard in New Braunfels.

Schnabel Car:
Special Move to Cherokee Station
David Nicastro (with help from Sam & Friends)
The Moffat Route HO Scale Layout
www.NicastroTrains.com

If you haven't been to our division meetings in a while, I invite you to come back and join us. There is always something interesting being shared.

Thanks so much to our Deal or Dud sponsors: Discount Model Trains (972) 931-8135, Prototype N Scale Models (protonscale@yahoo.com), Papa Ben's Train Place (papabens.com), Bob Thomas and Maverick Metalwork (james@

maverickmetalwork.com)

The spring edition of the New Braunfels train show was well attended. I again found a few items I was looking for and even more of what I didn't know I was looking for. Mark your calendars for October 26-27 for the fall train show at the New Braunfels Civic Center.

In May, the Train Collectors Association (TCA) held a train show in San Antonio. There were a lot of Lionel and tin plate items, but I came away with a killer deal on some brand-new HO box cars.

A final note: This will be my final Marker Lamp report as your division director. It has been my pleasure to serve you for the past 6 years. Roy Kaiser has stepped up to be our next director, and he'll do a great job! Please give him your full support. Even better, please ask Roy what you can do to help keep our division going.

Sincerely,
Don Winn, MMR
donswinn@gmail.com
(940) 391-0950

North Louisiana Division 7

by Don Kimmell
elf4kcs@me.com

(No report received)

Texas Gulf Division 8

by Phil Stewart
pstewart1225@yahoo.com

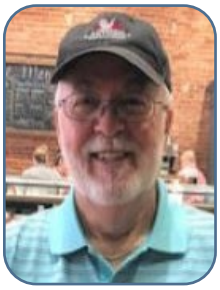
texasgulfdivision.org

Well, it's another marathon session for Clinics at Division 8. We've had a couple of good ones lately starting with our May clinic on the Port of Galveston by David Hager. David's outstanding clinic featured a history of Galveston, the industries and railroads that served the port, and the countless architectural structures that are part of one of America's oldest and most historic cities. David is building a large layout in his home which will include many of Galveston's buildings. David is using a 3D printer to help with the building of those structures. We tried something different with this clinic in that we invited members of the Professional Tour Guide Association of Houston and also ship to shore tour guides that conduct tours of Galveston and Houston to the clinic. And guess what? We found a modeler from our guests! This gentleman will now be attending one the local club meetings on June 4. So, the lesson learned here is that you never know who is a modeler or wants to be and to make sure we do whatever possible to promote the hobby.

All our clinics are geared towards the achievement program as the Galveston clinic would help members toward Prototype Modeler. The March clinic was on DCC so that can help us with the electrical engineer Achievement award. Our July clinic will feature another fascinating clinic as Don Formanack will tell us about "Shays of Texas".

We'll be holding elections soon so we will tell you the results in our next report.

Director At-Large



by Darrell Cowles (outgoing)
darrellcowles1@gmail.com

Do you like to learn new things? I have always been curious about things and have at times (more often than my wife would like) jumped into a new hobby or a side hobby to my model railroad hobby. Such is the case with my jump into 3D resin printing. I just received my unit and have set it up in my climate-controlled workshop in the back yard. Here is the hard part: You have to READ the instructions, watch hours of YouTube videos, and phone a friend if you hope to be even remotely successful at printing 3D. My goal is to print those tiny, but expensive, to buy, details that bring scenes to life; plus, I want to 3D print the ornate windows in the Dallas Union Terminal for the club layout. So, on top of learning what a .stl file is, and then how to use the slicer software, add supports, set the exposure times, and select the correct resin, I am trying to teach myself 3D modeling on Fusion 360. My brain has always struggled with low RAM, and a balky processor, but this is a real test.

Here is the fun part. Getting the first items from the printer without any failures, or problems. There are literally tens of thousands of 3d files out on the internet, some are free, some are very inexpensive, and some are very complex models and therefore expensive. I am working with the free or cheap files while I am learning. I can't wait to add trackside electrical boxes at Tower 55 or make other items to enhance the layout. Give it a try, but you really have to do the homework, otherwise the results will not make you happy.

Darrell Cowles

Director At-Large

by Michael Harang
miharang@gmail.com

What to Do when you are between Two Castles

A few days ago, my son, my wife and I are playing a board game titled "Between Two Castles of Mad King Ludwig" It then hits me - life finds me in a semi-familiar, but rather uncomfortable place – between two castles, just like in the game. We sold our home in Franklinton, La. last year during Memorial Day weekend, and have moved in with our son in Richardson, Tx. until the market sorts itself out (fingers and toes crossed). So, my modeling stuff is stored away resting, not accessible. That brings me to – What do you do in the meantime to keep modeling, when between two castles?

During the joint LSR & McoR convention in Tulsa several years ago, I scheduled two operating sessions and attended both. The two layouts I visited that weekend were very different from each other. The first had almost no scenery but used placards or cardboard mock-ups of structures to denote industries or car spotting locations. The other layout was fully sceniced. Both were very engaging and I fully enjoyed the experience. Since that time, I have had the opportunity to operate at several local DFW layouts, and my knowledge of operating continues to climb, along with enjoying the followship of meeting other modelers and seeing various layouts. As a relative of mine says: "It's all good."

So, what can you do if like me, you are caught between two castles? Get out there and operate!!! You will meet great people, learn a new skill, and have fun too. What is not to like about that? And do not forget to take along a "Achievement Program Chief Dispatcher Statement of Qualifications Form" to get your hours operating signed off by the operating session host. As suggested by Speed (thank you very much Speed) when we were in Tulsa, I did just that and now have over 45 hours recorded toward the required 50 hours needed to complete the Chief Dispatcher AP certificate. There are other requirements besides just operating, but I am well on my way. You can be too!

So, how do you get started? Ask around your division about operating sessions that you can attend. Let folks know that you want to operate! Also, sign up on the OperatingSessions.com website to see and register for future sessions all across the US. You will receive a weekly email containing new operating opportunities.

When you have signed up for a session(s): Be on time, be polite, ask questions, listen to the host, and give honest feedback at the end of the session. Don't forget to get your AP sheet signed off. And above all else, have fun!

Michael Harang

Director At-Large

by Pete Leach, MMR (outgoing)
pleachtx55@gmail.com

This is my last report for the position of Director at Large for the LSR. It's been an honor to serve on the Board.

Although I am leaving the BoD, I plan to remain active in the hobby. I will have time to build models (my favorite part) and create clinics to share my techniques, thoughts, and stories.

I'd like to thank all the members of the BoD, past, present, and incoming for their support.

Pete Leach

Achievement Program

by Duane Richardson, MMR
LSR Achievement Chair
pinecreekstation@verizon.net

Here is the AP report since our last Annual Meeting:

FIRST_NAME	LAST_NAME	Certificate	Date	LSR_NUM	MMR_NUM
Mike	Armstrong	Scenery	10/20/2023	899	
Robert	Ashcraft	Cars	5/20/2024	913	
Chris	Atkins	Volunteer	10/20/2023	900	
Chris	Atkins	Author	10/20/2023	901	
Chris	Atkins	Chief Dispatcher	12/20/2023	906	
Cliff	Cheeseman	Volunteer	1/20/2024	908	
Cliff	Cheeseman	Scenery	3/20/2024	910	
Cliff	Cheeseman	Electrical	3/20/2024	911	
David	Crumpton	Cars	8/20/2023	895	
David	Crumpton	Chief Dispatcher	10/20/2023	902	
David	Crumpton	MMR	10/20/2023	903	747
Ezequiel	Duran	Electrical	12/20/2023	907	
John	Garfield	Cars	8/20/2023	897	
Tom	Greco	Golden Spike	6/20/2023	888	
Tom	Greco	Civil	8/20/2023	893	
Tom	Greco	MMR	8/20/2023	894	744
David	Griffith	Scenery	6/20/2023	889	
Pete	Leach, MMR	Official	6/20/2023	887	
Pete	Leach, MMR	Motive Power	12/20/2023	904	
Eric	Smith	Author	8/20/2023	896	
Thomas	Stephens	Volunteer	9/20/2023	898	
Jackobs	Steven	Electrical	12/20/2023	905	
Jackobs	Steven	Structures	1/20/2024	909	
Jackobs	Steven	Chief Dispatcher	4/20/2024	912	
Jay	Waters	Scenery	6/20/2023	892	
Don	Winn	Scenery	6/20/2023	890	
Don	Winn	MMR	6/20/2023	891	740

Contests

by Ray Byer
LSR Contest Chair
raybyer@yahoo.com

(No report received)

Conventions

by Joe Leising
LSR Conventions Chair
joe@leising.com

Mark your calendar and save the dates! June 26-29, 2025 are the dates for the next LSR Regional Convention, *The Blues Express 2025*. This will be the first time in thirty years that Bayou Division 2 will be hosting our annual convention, and will take place in Baton Rouge, LA. Rod Fredericks, Convention Chairman, has been blanketing the area in and around Baton Rouge creating the convention committee and preparing for clinics, layout visits, operating sessions, and multiple points of interest to experience and enjoy. Plans are in place for Bob Thiele, Division 4 Director, to bring a modular layout to Baton Rouge, providing the opportunity for operating sessions at the convention site.

Baton Rouge is known for its distinctive Cajun and Creole culture, and the Blues Express 2025 convention will be a fun destination for everyone. Watch for more information to follow.

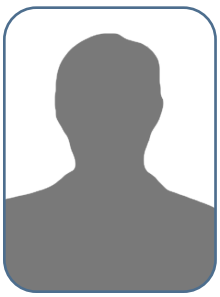
The first part of 2024 has been exciting for LSR conventions. We recently enjoyed a convention in February, hosted by the San Jacinto Model Railroad Club in the Texas Gulf Division 8. Several LSR divisions have stepped forward to provide diversity in our regional conventions schedule. The convention schedule through 2029 has been set with the following hosts:

2025 – Bayou Division 2
2026 – Cen-Tex Division 4
2027 – Trinity River Division 3
2028 – South Texas Division 6
2029 – Cowcatcher Division 1

With so many convention host groups, a larger opportunity for more clinicians, layout visits and points of interest throughout the region can become a part of our annual conventions. Bringing a regional convention to your area will also make it more convenient for more LSR members to attend a regional convention, catch-up with old friends, and make new friends as well, in addition to all of the many other benefits of attending a LSR regional convention.

To assist future conventions, a regional conventions sub-committee has been created, consisting of Rod Fredericks, Devina Gato-Hogno, Peter Kazmir, Joe Leising, Donna Orr, Bob Thiele and Riley Triggs. Current projects being investigated are a convention website, registration platform, and other convention tools that can be reused from year-to-year by host groups, eliminating the need to "reinvent the wheel" for every convention. The hopes of the sub-committee are that all LSR divisions will participate in the regional conventions schedule. I shall be looking forward to seeing everyone at the Blues Express 2025 regional convention in Baton Rouge on June 26-29, 2025.

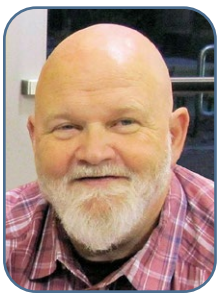
Education



(Vacant prior to BoD meeting)

(No report received)

Events



by Bill Dryden
LSR Events Chair
bdr149@airmail.net

First, a naggin' from the Events Chair:

Earlier this year, I received an e-mail indicating that some of the "blurbs" for the on-going events, Division and/or Clubs, contained errors. My response is simple: "What information is incorrect, has changed or otherwise needs amending, deleting, etc., if there is any?" Folks, I rely on YOU to keep me informed; I will make concerted attempts to get your information correct. I prepare the "Up the Tracks" column from what has been passed on to me from the various Divisions and Clubs within the LSR. If your Division blurb (or one of a Club's within your Division) has incorrect information or needs updating, please pass that information on to me so I can update the information correctly.

And now I return you to your regularly scheduled "programming:"

Although a couple of my better sources dropped off-line, I have found a couple of new sources for up-coming events and continually soliciting new events. I typically will visit the web site for each published event to assure that the site is still active and provides the reader with needed information concerning the respective show.

Overall, I believe I am keeping up with the known events within our Region. ALL submittals are greatly appreciated.

Anyone having events and/or corrections to be published, please send me the details: bdr149@airmail.net

A reminder to all:

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of February, May, August, and November; publication of the Marker Lamp is the middle of the following month.

Respectfully,

Bill Dryden
LSR
Events Chair

Historian

by Bob Barnett, MMR
LSR Historian
Barnett6@sbcglobal.net

At last, we are off and running in creating the framework and some content for the Lone Star Region Digital History Museum.

Categories include the following at present:

- Well-Know Modelers
- Well-Known Layouts (Railroads)
- Well-Known Clubs
- Well-Known MRR companies from our region
- General (Overall) History of the LSR
- LSR Conventions
- LSR Officers
- Other
- Scans of the early day Cow-Catchers and later Marker Lamps

...and this list IS NOT final. We are looking for additional ideas and volunteers to create content. In particular we need photos and or slides of modelers and layouts no longer with us. The list of layouts and modelers is not meant to be exclusive. We will add as many current layouts, owners and modelers as we can get information and content for. But in the interest of getting the older early-day content while there is still time, we are begging with the "oldies' first.

Respectfully submitted,
Robert Barnett

Membership

by Jared Roberts
LSR Membership Chair
jlroberts0418@gmail.com

Two deceased members this month and no rerails or boundary members. Overall, we are down 1% from last month and 8% YTD.

Division	Feb	Mar	Apr	May
One	189	184	182	178
Two	87	81	81	82
NMRA Three	206	205	191	191
Four	143	141	128	124
Five	36	34	33	28
Six	80	80	75	74
Seven	25	24	22	22
Eight	206	204	199	199
Lone Star Region	**972**	**953**	**911**	**898**

Nominations / Elections

by Pete Leach, MMR
LSR Nominations Chair (outgoing)
pleachtx55@gmail.com

The results of the 2024 Election of Officers for the Board of Directors of the Lonestar Region are as follows:

Position	Winner
Vice President	Ray Byer
Secretary	Peter Kazmir
Division 2 Director	Rod Fredericks
Division 4 Director	Bob Thiele
Division 6 Director	Roy Kaiser
Division 8 Director	Phil Stewart
Director-at-Large	Gene Magnum
Director-at-Large	Michael Harang
Director-at-Large	Deborah Gifford

There were 129 ballots cast using the on-line voting system. This is the most votes cast in the 4 years I've held the chair position.

This will be my last report as Chairman of the Nomination Committee. It has been an honor to serve in this and the Director at Large positions for the LSR.

Pete Leach

Non-Rail

by Divina Gato-Hogno
LSR Non-Rail Chair
d.gatohogno@gmail.com

(No report received)

Photography

by Michael Harang
LSR Photography Chair
bu1977@att.net

(No report received)

Publications

by Peter Kazmir
LSR Publications Chair and
Marker Lamp Editor & Publisher
peter@centexnmra.org

(No report received)

Youth

by Chuck Lind, MMR
LSR Youth Chair
chucklind46@gmail.com
979-219-3305

I have contacted a couple Directors about potential youth they could nominate but to date I have received no paperwork. I have contacted Peter to run the ad in the *Marker Lamp*.

Publicity

by Riley Triggs
LSR Publicity Chair
rileytriggs@gmail.com

(No report received)

GET OUT THE WORD!

Color

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Raise awareness for your business, model railroad, club or event while supporting the Lone Star Region by placing an ad in the Marker Lamp.

- Want to let everyone know about your latest product?
- Looking to build membership in your club?
- Want to attract model railroaders to your show?
- Do you have a special feature or crack express train on your layout?

Let everyone know about it with a color ad!

100% NMRA clubs and LSR divisions receive a $30 discount - the equivalent of a free half-page ad!

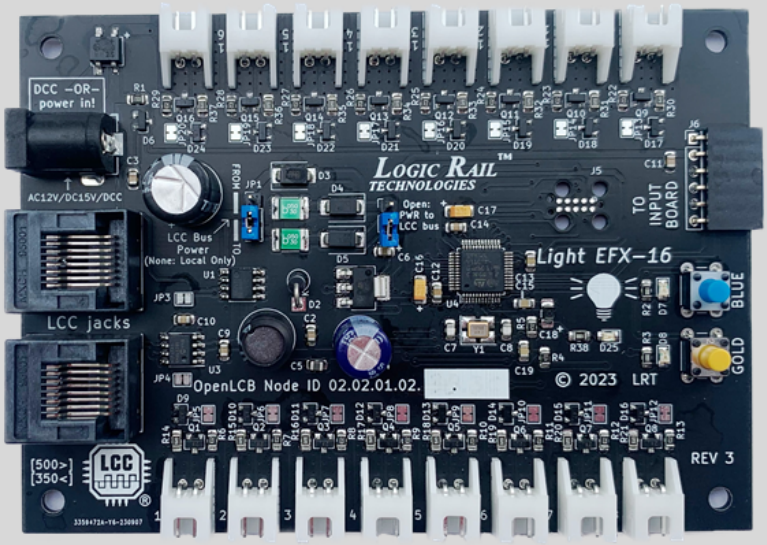
Ad prices per year (four issues):

- Full page: $50
- Half page: $30 (horizontal or vertical)
- Quarter page: $15
- Pike ads (~1/8 page): $8

For more information or to submit an ad, contact:

Steve Sandifer
steve.sandifer@sbcglobal.net

Light EFX-16



- On-layout lighting effects for 16 Just Plug® -compatible outputs
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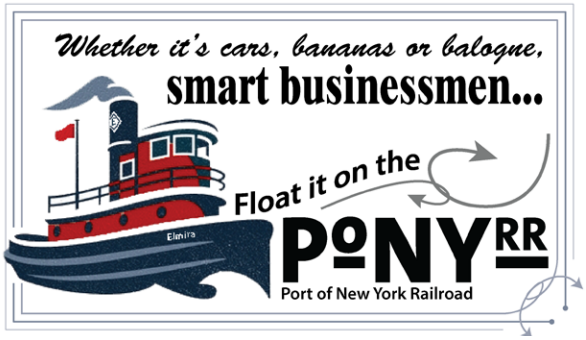
Peter Kazmir Photo

PIKE ADS

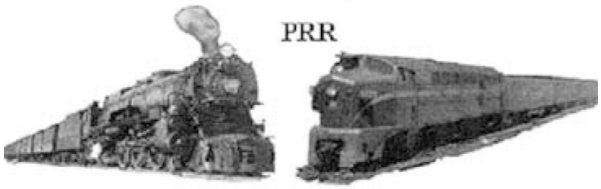
ACME & MINERAL CITY RAILROAD

Bill Dryden
469-964-8571
Georgetown, Texas
bdlr149@airmail.net
Life Member NMRA & LSR



Riley Triggs | ponyrr.blogspot.com

THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



Jerry Schoenberg
Carrollton, Texas (972) 242-9053
arrjerry@aol.com

Pennsylvania Railroad
Laurel Valley Secondary

Pittsburgh Division Circa 1957
Brady McGuire, Sherman, Texas
903-820-9420
Southwestern Pennsylvania in Texas O Scale

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There's plenty of room for more - add your pike today!

The Marker Lamp

Submission deadline for next issue is August 15